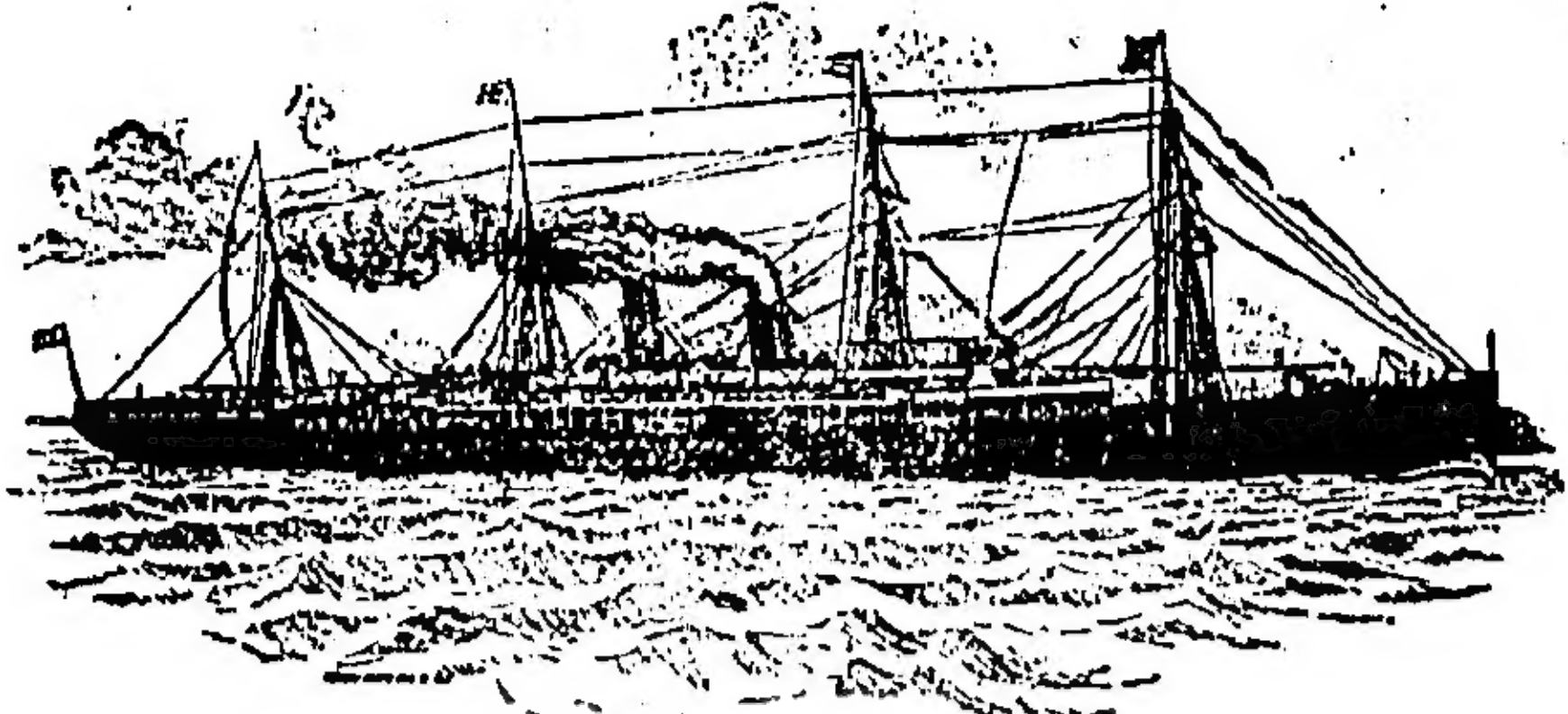






## Mails.

## U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,  
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,  
CENTRAL AND SOUTH AMERICA AND EUROPE:

## PROPOSED SAILINGS FROM HONGKONG.

"KOREA"	1,276 Gross Tons	THURSDAY, 10th March, at Noon.
"GAELIC"	4,205 "	SATURDAY, 19th March, at Noon.
"CHINA"	5,060 "	TUESDAY, 5th April, at Noon.
"DORIC"	4,784 "	THURSDAY, 14th April, at Noon.
"SIBERIA"	11,284 "	SATURDAY, 30th April, at Noon.
"COPTIC"	4,352 "	SATURDAY, 7th May, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

The P. M. Company's Steamship "KOREA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 10th March, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Island Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

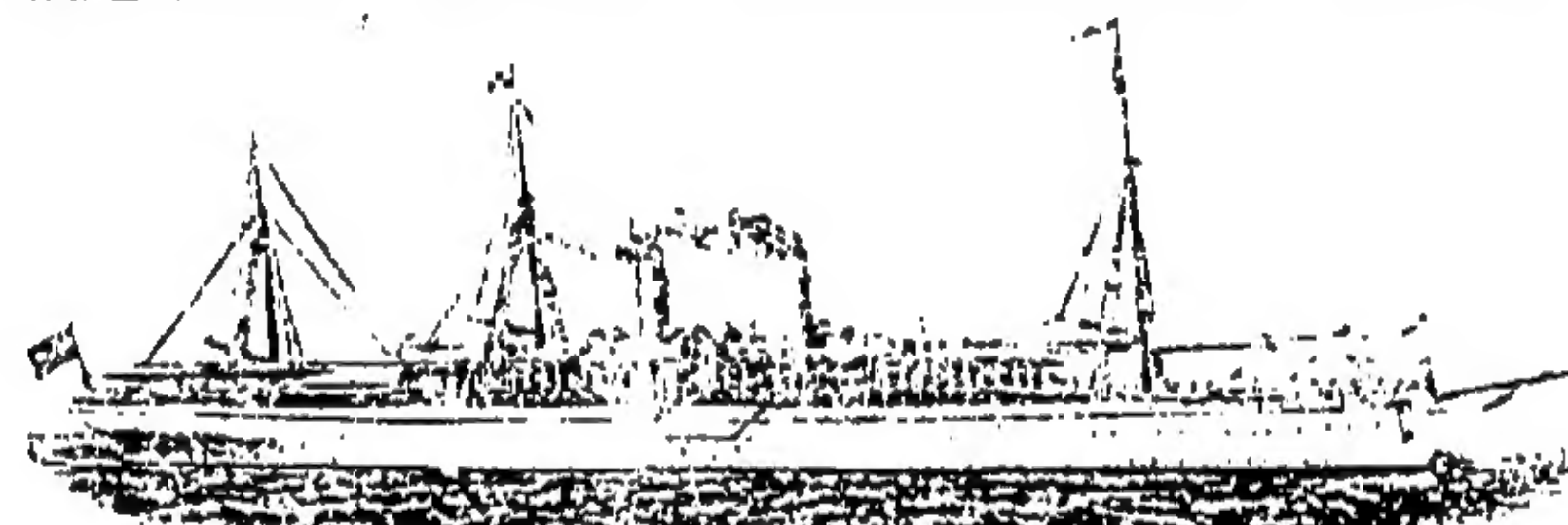
## FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific. Sailings positively on schedule date.

For further information as to Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 24th February, 1904.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.  
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 10 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF JAPAN"	6,000 Tons	WEDNESDAY, 9th March.
"EMPRESS OF CHINA"	6,000 "	WEDNESDAY, 13th March.
"ATHENIAN"	3,882 "	WEDNESDAY, 6th April.
"EMPRESS OF INDIA"	6,000 "	WEDNESDAY, 20th April.
"TARTAR"	4,445 "	WEDNESDAY, 4th May.

Hongkong to London, 1st Class, £60. 2nd Class, £40. 3rd Class, £25. Via New York £62.

Hongkong to London, Intermediate on Steamers, and 1st Class Rail £40. " £42. " £42.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. E. BROWN, General Agent,  
9, Pedder's Street.

Hongkong, 24th February, 1904.

HAMBURG-AMERIKA LINIE.  
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

## PROPOSED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SITHONIA	HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and COLOMBO).	1st March. Freight.
BAMBERG	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	17th March. Freight.
SAMBIA	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	25th March. Freight.
ABESSINIA	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	5th April. Freight.
SUEVIA	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	19th April. Freight.
ARTEMISIA	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	3rd May. Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
No. 1, Queen's Buildings.

Hongkong, 23rd February, 1904.

GO TO THE  
KOWLOON HOTEL,  
KOWLOON.

J. W. OSBORNE, Proprietor and Manager.

## Shipping—Steamers.

HONGKONG, CANTON, MACAO AND  
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION  
COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,363 tons,	Captain H. D. Jones.
"PUWAN,"	2,338 "	G. F. Morrison, R.N.R.
"FATSHAN,"	2,260 "	A. W. Dix, n.
"HANKOW,"	3,073 "	C. V. Lloyd.
"KINSHAN,"	2,800 "	J. J. Lusius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and at 5.30 P.M. and 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M., 2.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

## SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

## HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,"	1,998 tons,	Captain W. E. Clarke.
-------------------	-------------	-----------------------

Departures from Hongkong to Macao on week days at 2 P.M. and on Sundays at 12.30 P.M.

Departures from Macao to Hongkong daily at 8 A.M.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN,"	2,219 tons,	Captain T. Hamlin.
------------------	-------------	--------------------

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM,"	538 tons,	Captain B. Branch.
"NANNING,"	569 "	C. Butchart.
"TAK HING,"	618 "	R. D. Thomas.

Departures from Canton and Wuchow about five times every week. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,  
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,  
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 25th January, 1904.

## JAVA-CHINA-JAPAN LINE.

HEAD AGENT: R. BISSCHOP,

3, DUNDRELL STREET,  
HONGKONG.

REGULAR FOUR-WEEKLY SERVICE BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAVA via MACASSAR	Second half of March	JAPAN	Second half of March
TJILATJAP	JAPAN	First half of March	SPORE & JAVA PORTS	First half of March
TJIMAHI	JAPAN	First half of April	SPORE & JAVA PORTS	First half of April

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HOLLAND-CHINA TRADING CO.

Telephone No. 201,  
Hongkong, 29th February, 1904.

## Intimations.

PORTRAITS, GROUPS, ENLARGING, AND  
COPYING IN ALL SIZES.

AMATEUR WORK GIVEN SPECIAL  
ATTENTION.

FULL LINE OF SUPPLIES  
ALWAYS IN STOCK.

ORIENTAL

COSTUMES AND

FANCY DRAPERIES

FURNISHED.

WORK GUARANTEED TO BE

THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

40] PATRONAGE RESPECTFULLY SOLICITED.

THE CONNAUGHT HOUSE,  
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL

OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

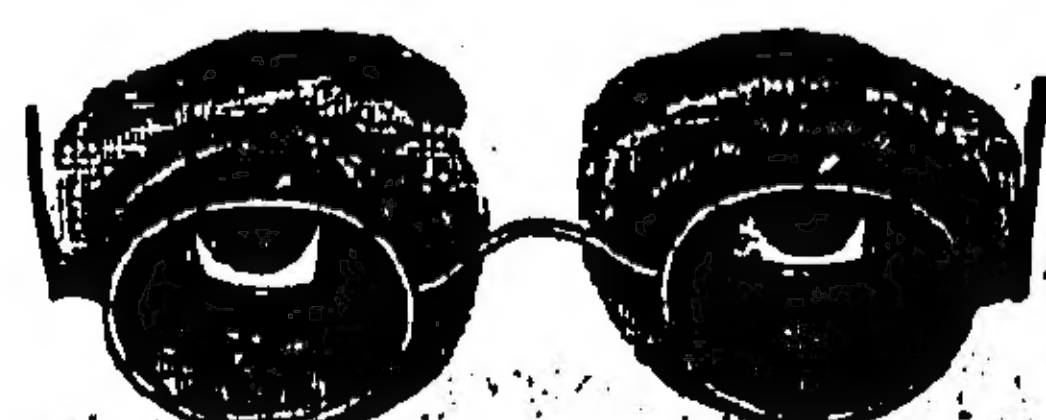
For Terms, apply to

Hongkong, 1st November, 1902.

THE MANAGER.

29

## EYE-SIGHT.



MR. N. LAZARUS

May be personally consulted for SPECTACLES.

No charge for testing the eyes.

Glasses and frames of all kinds and qualities.

Prices from \$2 upwards.

16, QUEEN'S ROAD, CENTRAL.

Hongkong, 6th November, 1903.

## Intimations.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside, 514 ft. Width of  
entrance, top 95 ft.; bottom 76 ft.  
Water on blocks, 27.5 ft. Time to  
pump out, 4 hours.

## No. 2 DOCK.

Length inside, 376 ft. Width of  
entrance, top 60.5 ft.; bottom 45.8  
ft. Water on blocks, 26.5 ft. Time  
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 508; General, No. 378.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[G

## HOTEL CRAIGIEBURN,

PLUNKET'S GAP, THE PEAK, near the TRAM TERMINUS, Tel. 56.  
For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

[32

HONGKONG FIRE INSURANCE  
COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE THIRTY-FIFTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company, will be held at the OFFICES of the Company, Pedder's Street, on SATURDAY, the 5th day of MARCH, 1904, at 12 o'clock (NOON) to receive a Statement of Accounts to 31st December, 1903, and the Report of the General Managers and to elect a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th February to the 5th March, both days inclusive.

JARDINE, MATHESON & CO.,  
General Managers.

Hongkong, 9th February, 1904.

[241

HONGKONG AND KOWLOON WHARE  
AND GODOWN COMPANY,  
LIMITED.

## NOTICE TO SHAREHOLDERS.

THE SEVENTEENTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICE, No. 2, Connaught Road, at 12.15 P.M., on THURSDAY, the 10th MARCH, for the purpose of receiving the Report of the Directors, with a Statement of Accounts to the 31st December, 1903.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 10th MARCH, both days inclusive.

R. J. MACGOWAN,  
Acting Secretary.

Hongkong, 25th February, 1904.

[287

HUMPHREYS ESTATE AND FINANCE  
COMPANY, LIMITED.

SHAREHOLDERS are hereby notified that, on and after this Date, they can obtain

SCRIP CERTIFICATES for SHARES of the NEW ISSUE in EXCHANGE for HONGKONG AND SHANGHAI BANK RECEIPTS on Application at the REGISTERED OFFICES of the Company, Nos. 38 and 40, Queen's Road Central.

JOHN D. HUMPHREYS & SON,  
General Managers.

Hongkong, 15th February, 1904.

[257

## WANTED.

POSITION as NURSE or TRAVELLING COMPANION to Lady or Children.

Return Passage required, if Travelling.

Apply to—

No. 267,  
C/o The H.K. Telegraph Office.

Hongkong, 18th February, 1904.

[267

## WANTED.

GOOD CLERK Wanted, European or other.

Apply to—

ROBINSON PIANO CO., LD.

Hongkong, 10th February, 1904.

[247

## WANTED.

SITUATION by a YOUNG EUROPEAN with Bank Experience and a Good Knowledge of English, French and Spanish Languages.

Apply to—

"X.Y.Z."  
C/o This Paper.

Hongkong, 1st February, 1904.

[200

GREEN ISLAND CEMENT COMPANY,  
LIMITED.

## PORTLAND CEMENT.

In Casks of 37 lbs. net \$4.75 ex Factory.

In Bags of 50 lbs. net \$2.85 ex Factory.

General Managers.

Hongkong, 15th August, 1903.

[D

## TUBORG BEER.

A FIRST CLASS PILSENER BEER

is guaranteed pure from Salicylic Acid and any other Chemical.

Price \$10.50 per cask of 16 bottles (quart) or 60 pints.

Special Prices for Quantities.

Sole Agents.

HONGKONG & KOWLOON BEER CO., LTD.

Hongkong, 1st February, 1904.

[14

## GOVERNMENT BILLS.

TENDERS for SPECIE, BRITISH and MEXICAN DOLLARS, current in this Colony, in Exchange for Sterling Bills drawn at 10 days' sight on the Lords Commissioners of His Majesty's Treasury, London, will be received by the Chief Paymaster, Army Pay Department, until 11 A.M., TO-MORROW, the 1st March, 1904.

The Tenders to state the total amount required (in Pounds Sterling), and the amount for which each Bill should be drawn, but no Bills will be issued for less than £100.

The Tenders to be in Duplicate, and in sealed covers, addressed to the Chief Paymaster, Army Pay Department, and endorsed "Tenders for Government Bills."

The right to accept or reject any or all of the Tenders is reserved.

Copies of Forms of Tender can be had on application.

GEO. H. FERRIER,  
Colonel, A. F. D.,  
H.M. Treasury Chest Officer.

His Majesty's Treasury Office,  
Flitcher Street,  
Hongkong, 29th February, 1904.

[99

## DIOCESAN SCHOOL &amp; ORPHANAGE.

SCHOOL DUTIES will be RESUMED TO-MORROW, 1st MARCH.

For Terms, apply to

THE HEAD MASTER.

Hongkong, 29th February, 1904.

[288

## QUEEN'S COLLEGE.

EASTER TERM begins THURSDAY, 3rd March.



## RUSSIA AND JAPAN.

[BY A RESIDENT IN CHINA]

Of late the daily papers have contained frequent references to the efficiency or otherwise of the Siberian Railway as a means of transporting troops and war materials in time of war. As an engineer and recent traveller from Peking to London, I may, perhaps, contribute a few facts to this discussion. Our train included an observation car, and travelling at an average speed of only twenty miles an hour, I had a most excellent opportunity of judging of the condition of the line, which was further facilitated by the many long stoppages at stations.

The past summer in Manchuria was marked by the heaviest rainfall known during the last fifteen years, and the high embankments to the north of Niu-chwang, on which the track is laid, kept it above the heavy floods that occur, suffered severely. The said embankments being newly thrown up and not properly settled, this was only to be expected, and the want of flood openings in several places contributed to this result. When railways were first built near Tientsin and Peking, they suffered in the same way. The interruptions which took place last summer in no way show that the line is not solidly constructed. In a country where practically the whole of the rainfall occurs during a couple of weeks, and the river beds may for several years be dry and overgrown with grass, the correct location of bridges is very much a matter of guess-work, and the real requirements can only be seen when the first severe floods occur.

The damage done to the line last summer took about three weeks to repair, and when I travelled over the line the additional flood openings were already taken in hand, and must by this time be completed. West of Harbin the line was in good working order, and had not suffered at all. As to the permanent way, the rails in Manchuria are of a heavy section, while between Lake Baikal and the Manchurian frontier they are light, and will have to be replaced before very heavy engines, travelling at a high speed, can pass over them.

Being a single line, the carrying capacity is limited accordingly, but I believe they could send eight to twelve trains daily in either direction, providing there was enough rolling stock; and in case of emergency Russia in Europe should be able to supply any deficiency.

Remembering the low speed at which the trains run, it is not likely that the service would break down; to run eight or twelve trains on a single line at a speed of twenty miles an hour, is a very different thing from doing so at double that rate. Up to the present the service has been maintained with great regularity, considering the difficulties to be overcome. It has been suggested that in time of war the Chinese would cut the line; but, provided the larger bridges were safely guarded, the Russian military authorities would no doubt make every village along the line responsible for any damage done.

Besides, as long as Russia can get the reinforcements forward as far as Harbin, there will be no difficulty in traversing South Manchuria until the next rainy season in July and August, as there is practically no snow in winter and the temperature, from a Russian point of view, is quite bearable. Before there were any railways at all in Manchuria all transport of goods was undertaken during the winter months, when the roads were frozen and consequently in good condition. Considering that Manchuria can feed an army of half a million men without difficulty, I believe that for the purpose of sending out additional troops and war stores, the Siberian Railway in its present condition will suffice for all the requirements of a Manchurian campaign.

Apart from the relative strength of the two Powers, other factors which might have an influence on the issue have been mentioned, and more especially the attitude of the Chinese in Manchuria. According to the sympathies of the various writers, the Chinese and Koreans are supposed to be hostile to either the Japanese or to the Russians, while to the Americans and to the Western nations China is supposed to entertain rather more friendly feelings.

As long as foreign critics continue to speak of China as one unit, making no distinctions between the Manchurian people, and the small minority of educated men who are imbued with a certain number of Western ideas, the impressions which the public derive from them will remain vague. As a matter of fact, no one who had the opportunity during and after the troubles of 1900 of watching the relations between the Chinese people and the foreign nations represented could help noticing the better feelings prevailing (once bloodshed had ceased) between the Chinese and Japanese, and the Chinese and Russians, as compared with the rest of the Allies.

That Russians may have treated the Chinese Government in a more high-handed manner will carry no weight as compared with the services which Russia has rendered to the Manchurian people, and the sympathy with which the Russians treat the peasants in Manchuria, where Russian settlers live peacefully side by side with Chinese, pursuing the same calling, the simple explanation being that a little rough treatment, tempered with friendliness, is more acceptable to the native than the openly expressed superiority, tempered with justice, as shown to him by the other nations. The above remarks about Russians apply to a certain degree to the Japanese; but the Japanese in their endeavour to colonise Korea do not seem to have achieved much, and, at least, have not succeeded in making themselves popular with the Koreans.

While many reasons are quoted as to the difficulty of a *modus vivendi* between the two Powers, the real crux of the situation is surely the fear on the part of Russia that Japan will gradually send her surplus population to settle in Korea, and in time spread further north, involving, as it is no doubt

would, the totality of both Korea and China by Japan. On the other hand, Japan probably fears the same from Russia in Manchuria. If Japan should succeed in ousting Russia from Manchuria after a successful war, only the Mikado's representative would have any influence in Peking, and the party of Chinese reformers would soon hold the reins of government. It is difficult to foresee what that would mean to foreign nations; the views as to the foreign policy they would pursue have been aired by them in unguarded moments and may be summarised in the sentence "China for the Chinese," as seen in Kang-Yu-Wei's pamphlets. It is a mistake to believe that the so-called progressive party in China is more pro-foreign than the Governments of the past.

The want of liberality in trade which Russia has exhibited in Manchuria since her occupation of the country has centred all efforts of the trading nations toward an amelioration of this state of affairs, but it seems to me that the equally important possibilities of Japanese dominating methods being applied to China will, once Japan feels she is mistress of the situation in the East, be much more serious and exclusive than Russian methods. Though the bogey of a coming Yellow Peril may be a mere phantom at present, yet I believe that the danger of China championed by a victorious Japan would be no small one, and I believe the interests of foreign countries are best served by Russia remaining a power on the Pacific; but with unrestricted Japanese immigration into Korea, and more especially into Manchuria, and with all the consequences of the "open door" policy, she could, neither financially nor strategically, keep her position. So, if Japan maintains her demands in this respect, Russia will have to fight for her very existence in the East. —P.M.G.

## Masonic.

ZETLAND LODGE,  
No. 525, E.C.

A REGULAR MEETING OF ZETLAND LODGE will be held at the Freemasons' Hall, Zetland Street, TO-MORROW, the 1st March, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited to attend.  
Hongkong, 23rd February, 1904. [286]

## Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.  
SIEMSEN & Co.  
Hongkong, 28th May, 1895. [32]

## To be Let.

TO LET.

NOS. 4, 5, 6 and 9, AUSTIN AVENUE, KOWLOON, at moderate rentals, with immediate possession.  
Apply to  
HUMPHREYS ESTATE & FINANCE CO., LTD.  
Hongkong, 29th February, 1904. [293]

TO LET.

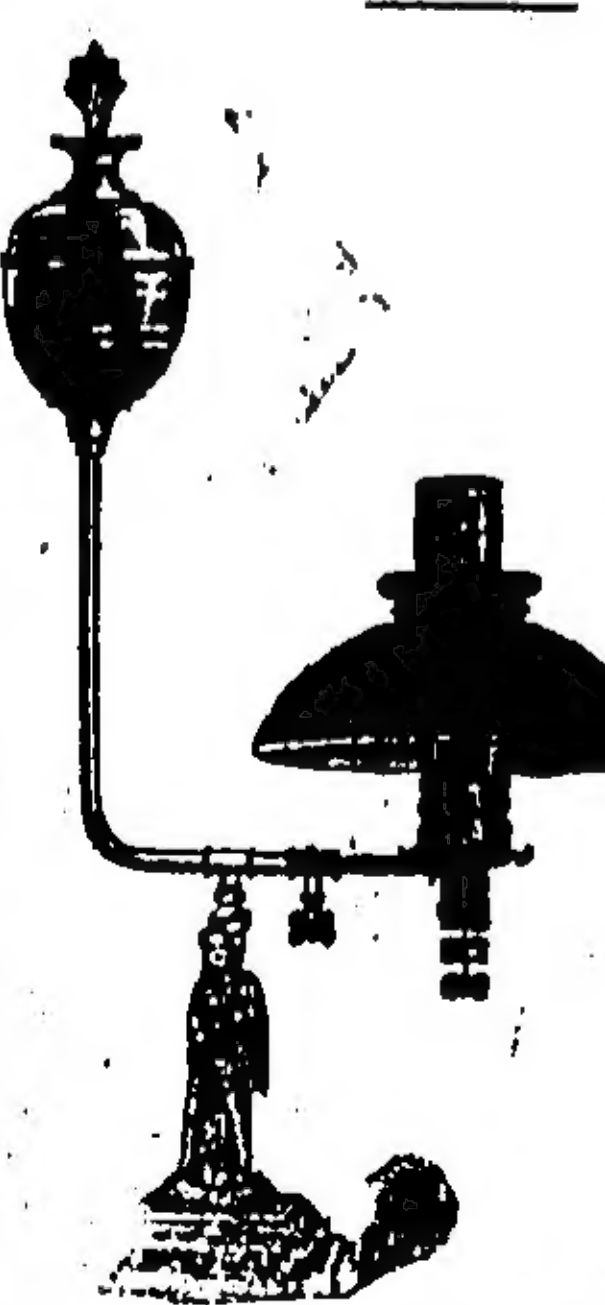
TWO ROOMS suitable for OFFICE use Entrance from Ice House Street.  
Apply to—  
SECRETARY,  
MASONIC HALL,  
Hongkong, 13th February, 1904. [296]

TO LET.

NO. 6, BARROW TERRACE, KOWLOON. Available 1st March.  
Apply to—  
THE SAM WANG CO., LD.  
Hongkong, 5th February, 1904. [298]

## For Sale.

FOR SALE.



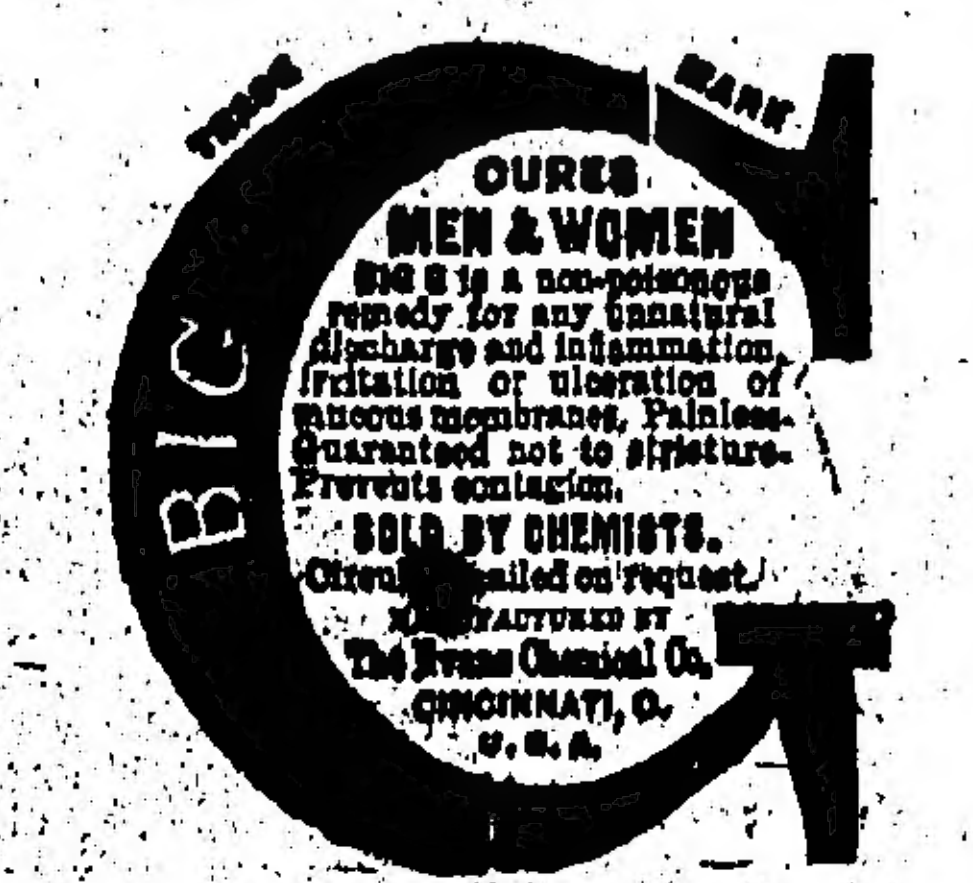
INCANDESCENT, Gasolene, Lamps of all descriptions from the best makers.

Incandescent Mantles, Chimneys, Globes, Shades, &c., for Gasolene and Gas Lamps at the most moderate prices.

Lamps fixed up for Buyers free of charge.

Naphtha of the best kind kept in stock.

TAI KWONG CO.,  
55, Lyndhurst Terrace,  
Hongkong, 17th November, 1903. [31]



## Auctions.

PONIES! PONIES!! PONIES!!!

THE Undersigned will hold their Annual Sale of RACE PONIES by Public Roup as under:—

ON WEDNESDAY, the 2nd March, 1904, at 4 P.M., opposite the CITY HALL, FIFTY LOTS; and on SATURDAY, the 5th March, at 4 P.M., at KENNEDY'S CAUSEWAY BAY, REPOSITORY, upwards of FIFTY LOTS.  
HUGHES & HOUGH, Auctioneers.  
Hongkong, 26th February, 1904. [294]

## PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION, ON MONDAY, the 7th March, 1904, at 2.15 P.M., within his residence "LEIGH TOR," The Peak, THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE.

Comprising:—  
MOROCCO and TAPESTRY-COVERED SOFAS and CHAIRS, CANTON CARVED BLACKWOOD DESK and FLOWER STANDS, BRONZE and CLOISONNE VASES, JAPANESE CARVED WOOD SETTEE and CHAIR, TEAKWOOD EXTENSION DINING TABLE and CHAIRS, DINNER WAGGONS, TEAKWOOD SIDEBOARD, GLASS and CROCKERY WARE, DINNER SERVICE, DOUBLE BRASS-MOUNTED IRON BEDSTEAD with WIRE and HAIR MATTRESSES, TEAKWOOD WARDROBES with BEVELLED GLASS, MARBLE-TOP WASHSTANDS, COOKING STOVE and UTENSILS, &c., &c., &c.;  
A large number of PALMS and FLOWERS in LOTS.  
Catalogues will be issued.  
TERMS:—As usual.  
HUGHES & HOUGH, Auctioneers.  
Hongkong, 27th February, 1904. [295]

## Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship "NANKIN"

FROM BOMBAY AND STRAITS. Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.  
This vessel brings on Cargo:—  
From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.  
From Aleppo, ex S.S. Pundit.  
Goods not cleared by the 3rd proximo, at 4 P.M., will be subject to rent.  
No Fire Insurance will be effected by me in any case whatever.  
Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.  
All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.  
No claims will be admitted after the goods have left the Godowns.  
E. A. HEWETT, Superintendent.  
Hongkong, 26th February, 1904. [4]

## S.S. "SYDNEY."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London, ex S.S. Danube et Malabar, from Havre, ex S.S. Metapan and from Bordeaux, ex S.S. Ville de Rochefort, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risks in the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.  
Optional Cargo will be forwarded on unless intimation is received from the Consignees before 8 P.M., TO-DAY, the 24th instant, requesting it to be landed here.  
Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after WEDNESDAY, the 2nd March, at Noon, will be subject to rent and landing charges.  
All claims must be sent in to me on or before the 2nd March, or they will not be recognised.  
All damaged packages will be examined on WEDNESDAY, the 2nd March, at 3 P.M.  
No Fire Insurance has been effected.  
G. DE CHAMPEAUX, Agent.  
Hongkong, 25th February, 1904. [9]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship "COROMANDEL"

FROM BOMBAY, COLOMBO AND STRAITS. Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.  
This vessel brings on Cargo:—  
From London, &c., ex S.S. Oceana and Sardinia.  
From Australia, ex S.S. India.  
From Calcutta, ex S.S. Sumatra.  
From Persian Gulf, &c., ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.  
Optional Goods will be landed here unless instructions are given to the contrary before 1 P.M., TO-DAY.  
Goods not cleared by the 4th proximo, at 4 P.M., will be subject to rent.  
No Fire Insurance will be effected by me in any case whatever.  
Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's representative at an appointed hour.  
All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.  
No Claims will be admitted after the Goods have left the Godowns.  
E. A. HEWETT, Superintendent.  
Hongkong, 27th February, 1904. [4]

## Mails.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

## NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX; ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 8th March, 1904, at 1 P.M., the Company's Steamship "AUSTRALIEN," Captain R. Ginguet, with Mails, Passengers, Specie and Cargo will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSITMENT.

This Steamer connects at COLOMBO with the Australian Line S.S. Ville de la Ciotat bound for MARSEILLES via BOMBAY and ADEN.  
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON only on MONDAY, the 7th March, Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.  
For further particulars, apply at the Company's Office.  
G. DE CHAMPEAUX, Agent.  
Hongkong, 26th February, 1904. [9]

## NORTHERN PACIFIC STEAMSHIP COMPANY.

## BOSTON STEAMSHIP COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VI SHANGHAI, INLAND SEA OF JAPAN, KOREA AND YOKOHAMA, FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamers.	Tons.	Captains.	1904
Victoria	3,502	J. Truebridge	Mar. 16
Tremont	6,606	T. W. Garlick	Mar. 25
Olympia	2,837	A. Dixon	April 27
Lyra	4,417	G. V. Williams	May 4
Tacoma	2,812	M. Ridley	May 13
Shawmut	6,606	W. M. Smith	May 21

↑ Cargo only.  
Steamers marked (\*) have no second-class passenger accommodation.

The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe.

Special rates allowed to members of Government Services.  
Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further information as to Freight or Passage, apply to  
DODWELL & CO., LIMITED, General Agents.  
Hongkong, 27th February, 1904. [12]

## Intimations.

## LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S KODAKS AND FILMS.  
Sole Agents for "OMEGA" WATCHES.  
"OMEGA" is the best "THREE YEARS" guarantee given in every purchase.  
40, QUEEN'S ROAD, Watson's Building.

## THE HONGKONG STUDIO.

HIGHER CLASS PHOTOGRAPHER, 41 & 43, QUEEN'S ROAD CENTRAL, TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.  
Hongkong, 15th September, 1903. [1]

## MEE CHEUNG, PHOTOGRAPHER.

TOP FLOOR OF 105 HOUSE IN JEFFERSON ROAD.

IS now in a position, in his New and Modern Premises, to receive, as heretofore, ALL PHOTOGRAPHIC ART PRACTICE in the Colony or in any part of the Far East.

GROUPS and VIEWS a speciality.  
Hongkong, 22nd September, 1903. [13]

## THE AMERICAN SYSTEM OF DENTISTRY.

DR. M. H. CHAUN, 27, DES VEXES ROAD CENTRAL, HONGKONG, From the University of Pennsylvania, U.S.A.  
Hongkong, 2nd January, 1904. [58]

## DENTISTRY.

SUI SANG, (Lately Practising with Dr. I. SAKATA), DENTIST, No. 44, Cross Street Road Central.  
Hongkong, 6th February, 1904. [57]

## TSU FAN DENTIST.

PRICE MODERATE—CONSULTATION FREE. Next to the Hongkong Dispensary, 50, Queen's Road, Central.  
Hongkong, 3rd January, 1904. [56]

## Intimations.

THE ROBINSON PIANO CO. LTD.

HONGKONG, SHANGHAI, SINGAPORE.

## CABIN PIANOS AND BABY ORGANS

GUARANTEED FOR CLIMATE.

THE NEWEST

## RAG TIME MUSIC and BOOKS.

## VICTOR TALKING MACHINES

ABSOLUTE REPRODUCTION OF THE HUMAN VOICE

## SHIPS PIANO PLAYERS

\$450

## CASH OR CREDIT

Hongkong, 6th January, 1904. [39]

**"Sanitas"**  
Purifying Agent  
Indispensable in Hot Countries.  
"Sanitas" Disinfecting Fluid  
is non-poisonous and non-staining, and for general or personal use is thoroughly effective. It completely disinfects the house in which it is used, and administered internally prevents Cholera, Typhoid Fever, Dysentery, etc.  
"Sanitas" Disinfecting Powder  
is the best air purifier known, and a stronger antiseptic and deodorant than carbolic acid, besides being pleasant and refreshing.  
"Sanitas" Eucalyptus Soap  
is specially recommended by the medical faculty for use in hot climates, because of its disinfecting qualities and its fragrance.  
Kingzett's Fumigating Candles  
supply the safest and most convenient means of sulphur fumigation. For the disinfection of infested places, bedding, clothing, etc. they are both efficacious and economical. Destroy all insects.  
THE "SANITAS" CO. LTD., BETHNAL GREEN, LONDON, E.

## NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the Hongkong Telegraph and they are warned against paying more than TEN CENTS (10 cts.) per Single Copy.

THE MANAGER, Hongkong Telegraph Co., Ltd.  
Hongkong, 30th September, 1903.

## A WONDERFUL DISCOVERY.

This is the age of research and experiment, when nature, so to speak, is unlocked by the scientific method for the comfort and happiness of man. Science has indeed made giant strides during the past century, and among the latest and most successful of its discoveries is medicine comes that of Therapion, a peculiarly of which will be found in another column. This preparation is unquestionably one of the most genuine and reliable of modern medicine ever introduced, and has, we understand, been used in the Continental Hospitals by Ricord, Rostan, Robert Velpeau, Maisonneuve, the well-known Chinese, and indeed by all those who are regarded as authorities in such matters, including the celebrated Lillienfeld and Ross, by whom it was some time since uniformly adopted, and that it is worthy the attention of those who require such a remedy we think there is no doubt. From the time of Aristotle downwards, a potent agent in the removal of such diseases has (like the famous philosopher) been the object of search of some hopeful, generous-minded, and far beyond the mere power of such evidence have been discovered of removing the cause of disease into the body, and safely to expel from the system without the aid, or even the knowledge, of a second party, the science of acquired or inherited disease, which has been created for this medicine, wherever introduced appears to prove that it is destined to cast light on all those questionable remedies that were formerly the sole reliance of medical men. Therapion may be obtained in England direct from the proprietor, and of the principal Chemists and Merchants throughout the Colonies, India, China, Japan, &c., not even excluding such remote districts as Central Africa, the Fiji Islands, St. Helena, &c.—Diamond Fields, South Africa.

## Intimation.

## THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD, HONGKONG.

CABLE ADDRESS:—Telegraph, Hongkong

THE leading English Newspaper in China. Also widely circulated in Japan, Ceylon, China, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail. The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

## ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted. This standard runs exactly eight lines to the inch, and about eight words to the line.

## ADVERTISEMENT RATES.

(per inch.)

One week	.....\$ 2.85
One month	..... 7.20
Two months	..... 13.00
Three "	..... 20.00
Six "	..... 37.50
Twelve "	..... 73.00

No charge less than one dollar.

Discount allowed on—

3 Months Contracts	..... 5 per cent.
6 "	..... 10 "
12 "	..... 25 "

## DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages

\$1 each insertion in the Daily and Weekly.

## CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the Hongkong Telegraph Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

## JOBING DEPARTMENT.

Job Printing of all descriptions undertaken.

## PROGRAMMES.

## PAMPHLETS.

## CARDS.

## CIRCULARS.

## EXPRESSES.

All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap at

THE HONGKONG TELEGRAPH OFFICE.

Estimates given for all classes of work on application to

THE MANAGER, HONGKONG TELEGRAPH CO., LTD., 1, Ice House Road, Hongkong.



## Intimations.



A. S. WATSON & CO.,  
LIMITED.

ESTABLISHED 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S  
CELEBRATED

E

BLEND

VERY OLD LIQUEUR

SCOTCH WHISKY.

THERE'S NOT A  
HEADACHE

IN A

WHOLE CASE!

A. S. WATSON & CO.,  
LIMITED.

THE HONGKONG DISPENSARY.

Hongkong, 27th February, 1904.

TELEPHONE NO. 33.  
CABLE ADDRESS: "WATSON," HONGKONG.  
A. B. C. CODE, 4th EDITION.

ESTABLISHED 1859.

A CHEE & CO.,  
祥利廣  
17, QUEEN'S ROAD.

FURNITURE  
DEALERS.

DRAWING-ROOM,  
DINING-ROOM,  
and BED-ROOM  
FURNITURE.

ELABORATELY  
GLASS, and  
CHINA WARES.  
PASTEUR'S MICROBE-PROOF  
FILTERS,  
ROCHESTER LAMPS,  
WHITE TURKISH TOWELS.  
COUNTERPANES.  
COOKING RANGES,  
KITCHEN UTENSILS, and  
HOUSEHOLD REQUISITES.

PHOTOGRAPHIC  
DEPARTMENT.  
DEVELOPING and PRINTING  
UNDERTAKEN for AMATEURS.  
GOOD WORK.  
PROMPT RETURN.

Hongkong, 8th January, 1904.

CARMICHAEL AND  
CLARKE,  
CONSULTING ENGINEERS AND  
SHIPBUILDERS,  
SURVEYORS and CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.  
A. B. C. CODE, 4th Edition.

A. B. C. CODE,  
Lieber's Standard Code.  
TELEPHONE, 232.  
Hongkong, 20th March, 1903.

THE Beer to drink in the tropics is the Beer  
made in the tropics—SAN MIGUEL.

## The Hongkong Telegraph

HONGKONG, MONDAY, FEBRUARY 29, 1904.

## JAPAN'S ADVANCE TO THE YALU.

Though little or no news has so far transpired with regard to the plan of campaign adopted by Japan's generals with a view to attacking Russia's position in Manchuria, the official telegram, which, thanks to the courtesy of the Japanese Consul in this Colony we publish elsewhere in this issue, is a clear indication that the seizure of the Yalu River will be the primary objective of the invading army. The contents of this dispatch evidently denote that an important move has already been made by the troops of the Mikado, since an action has now taken place at Phuyang-yang, situated midway between Seoul and Yalu River, about a hundred and fifty miles north of the Korean capital. The immense strategic value of the Yalu and Liao Rivers in the present struggle is appreciable at first glance. Any invasion of Manchuria by the Japanese must necessarily strike at the Russian position at Mukden, and the only practical means of effecting such an advance is by using these water courses as bases. It might have been that the Russian fleet could have prevented the landing of Japanese troops near the Liao River, but this is no longer possible since the warships of the Tsar have been, by the repeated defeats inflicted upon them, reduced, so to speak, to a negligible quantity, and Japan can now at her convenience land an army corps at or near Newchwang so that a simultaneous advance could be made upon Mukden both from the Liao and Yalu Rivers. This is, in all probability, what will happen. Such a plan of campaign would render the possession of Port Arthur practically valueless to Russia owing to the ease with which, by converging lines of advance from these two rivers, the positions of the Russians at Mukden might be enveloped and the lines of communication with Port Arthur destroyed. The investment and reduction of this important garrison town and sea port would then be but a matter of time. Had the outbreak of the present hostilities been delayed a few months, it is not improbable that, in view of the strategic weakness of Port Arthur, Russia would have secured for herself a commanding position on the Yalu. The rapid attack of the Japanese left no time to the generals of the Tsar to secure to themselves this advantage. Russia's greatest weakness in Manchuria lies in the defenceless condition of her flanks, and this disadvantage could only have been obviated if Port Arthur had become the pivot of a position in which the two extremities rested on the estuaries of the Yalu and Liao Rivers; but the practical isolation of Port Arthur and the rapid advance of Japan's army through Korea have already deprived Russian strategists of the advantages of such a position. It now remains for the Muscovite generals to concentrate their forces at some point between these two estuaries, and at comparatively easy striking distance to either of these bases. The development of the coping campaign is likely to prove of immense interest to experts in military strategy and tactics; for there will be some very pretty fighting, since the character of the country intervening between the Liaoyang and Yalu River will make any enveloping movement of the Russian advanced positions a task of no small difficulty.

## LOCAL AND GENERAL.

THE M. M. s.s. *Armand Behni*, with the next French mail, will leave Singapore, at 8 p.m. to-day, for this port via Saigon.

THE annual meeting of the Finance Committee of the Alice Memorial and Netherlands Hospitals is being held as we go to press.

WE are requested to state that the ceremony of consecrating the new bells in the R. C. Cathedral, at Glenale, will take place on Sunday next, the 6th prox., at 4.30 p.m.

MESSRS. Melchers & Co. send us a table, showing the number of cabin and steerage passengers landed at the port of New York during the year 1903 by the principal steamship lines. The North German Lloyd, running from Bremen, made 89 trips and carried 121,687 passengers, the Hamburg American line, from Hamburg made 103 trips and carried 116,920 passengers, while the North German Lloyd from the Mediterranean took 33,423 passengers during the 30 trips to America.

THE Directory and Chronicle has reached its forty-second annual issue, and as it covers the whole of the ports and cities of the Far East in which Europeans reside it is naturally a bulky volume. It has been growing in thickness year by year, and the issue for 1904, which reaches us from the publishers, the *Hongkong Daily Press*, has a hundred pages more than the number in the previous issue, the work has been brought fully up to date and the numerous maps with interesting descriptions should be of especial interest at the present moment when the eyes of the political world are directed to the Far East.

## THE WAR.

## JAPAN'S ADVANCE TO THE YALU.

## RUSSIAN CAVALRY DISPERSED.

Mr. M. Noma, Consul for Japan, has courteously communicated the following telegrams:—

Tokio, 28th February, 8.20 p.m.

This morning at about 9 a.m. a group of the enemy's cavalry made a demonstration and were encountered by our troops about half a mile to the north of Phuyang-Yang. Our infantry opened fire and advanced to the attack, whereupon the Russians withdrew.

## THURSDAY'S FIGHT AT PORT ARTHUR.

Tokio, 28th February, 12.10 a.m.

Admiral Togo, Commander-in-Chief of the main squadron, has forwarded the following official report with regard to the recent attack on Port Arthur. Five merchant vessels were despatched with instructions to their crews to scuttle them in the entrance to the Russian port. On reaching the southern point of Laoteshan, on the 24th inst. at 4 a.m., the first of the vessels, the *Tenshin-maru*, turned to the left and, after running for three miles under a violent fire from the enemy's forts, which inflicted serious damage, it was found necessary to beach her. The four other vessels steered off to the North-East; they were discovered by the enemy's searchlights and subjected to a violent cross-fire from the shore batteries. The engines of the *Bushu-maru* were put out of gear by a shell, and she was eventually scuttled near the *Tenshin-maru*. The *Bushu-maru* was riddled by shells and sunk near Removizan point, and later on the opposite side of the passage. These two vessels were blown up with explosives that had been prepared on board, their crews cheering as they witnessed them founder from the boats. These towed away towards the Japanese torpedo flotilla, but, being discovered by the Russians, thanks to the searchlights which were sweeping the harbour, they were fired upon by the forts. In consequence, they rowed to a place of shelter where they were under cover, and rejoined the destroyers about 3 p.m. the following afternoon, after rowing for several hours against a heavy sea and a head wind.

The first of the above telegrams has a special significance since it informs us that a blow has been struck by Japan's Army in its advance to the Yalu River. The fact of an engagement having taken place at Phuyang Yang, which is situated about 150 miles to the north of Seoul, goes far to prove that the advance of the Mikado's army is likely to be as expeditious and as well planned as was the attack of Japan's Navy on Port Arthur and the Russian fleet. When it is considered that, a little more than a fortnight after the first troops were landed at Chemulpo, a successful minor engagement took place yesterday at about six days' march from the Korean capital, some idea of the admirable rapidity with which the organisation and advance of the first Japanese army corps has been conducted can be formed. It is probable, seeing the rapid progress which the Japanese troops are making, that, before long, news of an encounter, of even greater importance, somewhere in the vicinity of Anju, will be received.

## RELIEF FUND.

Within the next few days preliminary arrangements for the appointment of a local committee to raise funds in the Colony in aid of the Japanese sufferers during the present war with Russia, will have been completed. Sir Paul Chater will be chairman of the committee and associated with him in the work of obtaining relief will be the heads of all the leading shipping, banking and mercantile firms, including also the members of the Legislative Council and representatives of the Chinese community.

## THE FLEET.

Early this morning the British battleship *Ocean*, and the British cruisers *Cressy* and *Centurion* left the port for Mirs Bay. The *South Phoenix* departed for Weihaiwei. A London wire to the *Strait Times*, reports that the British first-class cruiser *Andromeda* (11,000 tons, sister ship of the *Europa*) was commissioned for the China station on the 11th. The *Andromeda* is a first-class cruiser of 11,000 tons of the *Dreadnought* type and is a sister ship of the *Amphitrite* and *Europa*, now on this station, which are improved *Terribles*. She is 435 ft. in length, beam 69 ft. draught 25 ft., 16,500 horse-power, 20.5 knots speed and is armed with sixteen 6-in. twelve 12-pr., four 3-pr., two light and eight machine guns with three torpedo tubes. She was built at Pembroke and engaged by Hawthorn in 1900 at a cost of £601,356. Her armoured deck is from 3 to 6 inches thick and she has 3 inches of armour on her gun positions. Her complement is 600 men.

The Austrian second-class cruiser *Kaiserin Elisabeth* arrived from Batavia late on Saturday and the usual salutes were exchanged. She is an armoured steel cruiser of 4,064 tons displacement and 900 indicated horse-power. She has five torpedo tubes in addition to other armament and carries a complement of 450 men.

## CONTRABAND OF WAR.

The *Japan Times* prints the following "Instruction No. 1 of the Department of State for the Navy":—

It is hereby decided that the under-mentioned goods shall be regarded as contraband during the present war between Japan and Russia:—  
1.—The following goods shall be treated as contraband of war in case they are going to pass through the enemy's territory or in case they are destined for the enemy's territory or his army or navy:  
Arms, ammunition, explosives and the raw materials thereof (including lead, saltpetre, sulphur, etc.) and apparatus for manufacturing them, cement, uniforms, and equipment of military and naval men, armour plates, materials for the construction and equipment of men-of-war and other ships, and all other goods to be used solely for purposes of war.

2.—The following goods shall be treated as contraband of war in case they are destined for the enemy's army or navy, or in case, from the nature of the locality in the enemy's territory to which they are bound, they may be considered to be intended for the use of the enemy's army or navy:  
Provisions, drinks, horses, harness, fodder, vehicles, coal, timber, money, gold and silver bullion, and materials, for the construction of telegraphs, telephones, and railways.

3.—Of the goods mentioned in the foregoing two clauses, those which on account of their quantity may be judged to be evidently intended for the use of the ship that carries them shall not be treated as contraband.

Baron GOMBEI YAMAMOTO  
Minister of State for the Navy  
Dated the 10th day of the 2nd month of the 37th year of Meiji (1904).

## THE "MANDOUR"—A FLOATING HOSPITAL.

The *Shanghai Mercury*, of 23rd inst., says:—In view of the protests made against the presence of the *Mandour* at this port, it seemed this morning at 11 that vessel was practicing a little game of bluff, for at 9 o'clock she hoisted at her mainmast the red cross flag, thereby becoming a non-combatant. However at 11 o'clock she hoisted it down again, leaving the uninitiated in Russian diplomacy not a little puzzled as to its meaning.

But from a creditable Russian source we learn that the Russian government has no intention of getting out of its present difficulty by turning the *Mandour* into a hospital ship, and the fact of her hoisting the Red Cross this morning is due to an ancient Russian custom of so doing during Lent while religious service is being held on board, in order to prevent people from calling in and interrupting the service.

In discussing the burning question of the breach of the neutrality of this port which the *Mandour* is committing by her continued presence here, the *Echo de Chine* points out that the *Mandour* during the Spanish American war remained in Shanghai despite all the efforts of the Chinese government to turn her out, and that no foreign power lodged any complaint against her remaining in Shanghai at the time. Our contemporary concludes by asking what is the Chinese government going to do on the arrival of the next Austrian mail which is bringing out war materials for the Japanese government.

We are not aware that any efforts had ever been made by the Chinese government to turn the *Mandour* out. If our recollection serves us right nobody took any notice of the *Mandour* because she was regarded as a floating coffin, and the only use she was put to was to take the U.S. Minister up the Yangtze ports once every year on his visit of inspection of the Consulates. Certainly, she was never regarded as a fighting unit.

## THE TAOTAI'S DESPATCH TO THE WAI-WU-FU.

The following despatch from the Customs Taotai Yuan of this port to the Wai-wu-pu concerning the Russian war-vessel *Mandour* has appeared in the *Universal Gazette*.—As previously reported I have given the Russian war vessel the option to remain at Shanghai on condition that she give up her guns and other war materials that may be deemed necessary. Last night, I was informed by the Japanese Consul General here that war having been declared between Japan and Russia, and that China's policy being to observe strict neutrality as had been formally announced to the world by this Board, according to stipulation the Russian war vessel should leave within 24 hours, but instead of leaving, her continued presence has caused much alarm to the people as well as hindrance to the commerce of Japan and all other nations. Furthermore, Japan wishing to safeguard her commerce, has ordered the *Akitsu-maru* to enter the harbour to day and she is now lying at Chang Hua Pang to see that Russian war-vessel does leave and, when the latter will have passed Chang Hua-Pang, the *Akitsu-maru* will move to the upper section of Woo-ung and the Hsiang Ki-ang in accordance with regulations. In conclusion, it was asked from what time the 24 hours should be reckoned. Upon receipt of this notification, I, with the Commissioner of Customs, went to call on the Japanese Consul General here relative to China's neutrality and the carrying out of the regulations of neutrality. Then I went to call on the Russian Consul General here who replied that the Russian Minister at Peking had made certain previous arrangements with this Board, while I pointed out to him that the rules of neutrality must be observed, so that the Japanese might have nothing to protest against. After returning to the Yamen, I notified the Russian war-vessel to leave within 24 hours, commencing from 5 o'clock p.m. of that day; a reply to carry this out was then received, and I notified the Japanese Consul General to this effect. The *Akitsu-maru* will therefore move to the upper section of the Hsiang-Kiang for 24 hours, at the expiration of which she will proceed to sea. In order to smooth matters on the one hand, and to protect Japanese steamers against emergencies through the *Mandour* on the other, it is earnestly requested that the matter be referred to the Russian Minister.

The Indian transport, s.s. *Ditwara*, was called into Bombay, where she disembarked all able-bodied troops, the invalids being the only passengers allowed to proceed home by another boat. All officers' leave has been stopped. This is believed to be due to the war between Russia and Japan.

It is reported that Viceroy Alexieff has been pressing Chinese subjects to enter Russia's military service, those disobeying were beheaded.

## HONGKONG RACES.

## THE "FF DAY."

There was a brilliant assembly to witness the closing day of our annual race meeting, and, though the crowd's inside the oval was smaller than on the preceding days the sporting element and elite of the Colony were in full strength in and about the enclosure and Jockey Club buildings. The weather was magnificent, though somewhat warm at the opening, but, as the afternoon drew out, and the shadows grew longer, the sun lost its vicious glare, and an increasing breeze from the north-east made the temperature cool and enjoyable.

His Excellency the Officer Administering the Government and Mrs. May accompanied.

by their guests Sir Frederick and Lady Treves, arrived shortly before the first race, and their advent was greeted by the first bar of the National Anthem, played by the band of the Foresters which was in attendance. The enjoyment of the afternoon was somewhat marred by an unfortunate accident to one of the riders in the steeplechase, Mr. Johnston, whose mount came to grief at the hedge. He was thrown violently and sustained a broken collar bone and dislocated shoulder. Notwithstanding the pain he was suffering, Mr. Johnston, renowned and won the race, being loudly cheered for the grit and persistence exhibited. He was at once attended to by Sir Frederick Treves and Doctor Atkinson and after a temporary bandage had been applied was sent to the Government Civil Hospital.

Backing was brisk during the afternoon and several winners came as a surprise to many, fairly good dividends being obtained.

Following are the events:—  
The "ROSE" CUP.—Presented. For all beaten subscription griffins. Weight for inches as per scale. Unplaced ponies allowed 5 lbs. Entrance \$10 to go to second pony. Three quarters of a mile.

Mr. C. H. Ross's Ben Roy, 11st. 11lb. .... Mr. Johnston 1  
Mr. Treves's Fun, 11st. 11lb. .... Mr. Mackie 2  
Major Radcliffe's Arnapogues, 10st. 12lb. .... Mr. Clark 3

Mr. D. Macdonald's The Provost, 11st. 11lb. .... Mr. Crighton 1  
Mr. Ellis Kadourie's Teetotum, 10st. 11lb. .... Mr. Schnorr 2  
Mr. Medico's Culex, 11st. 11lb. .... Mr. Millward 3

Mr. Lola's Colonelist, 10st. 11lb. .... Mr. Bell 1  
Mr. E. S. Joseph's Bunder, 10st. 10lb. .... Mr. Gillingham 2  
Capt. Nugent & Mr. Dowling's Snark, 10st. 10lb. .... Mr. Knox 3

Mr. E. H. Hinds's Bonzoline, 10st. 12lb. .... Mr. Dowling 1  
Mr. Armand's Modesty, 10st. 12lb. .... Mr. Gegg 2  
Mr. F. H. May's Blue Skin, 10st. 13lb. .... Mr. Gedge 3

Mr. J. H. Lewis's Mongoose, 10st. 11lb. .... Mr. Rutherford 1  
Mr. J. H. Lewis's Alarm, 10st. 4lb. .... Mr. Alderton 2  
5 lbs. overweight. 12 lbs. overweight.  
6 lbs. overweight. 7 lbs. overweight.

Time, 1.36 4/5.  
THE JOHN PEELE CUP.—Presented. For all beaten China ponies. Weight for inches as per scale. Unplaced ponies to carry 5 lbs. extra. Unplaced ponies allowed 5 lbs. Off-day winners barred. Entrance \$10 to go to second pony. One mile.

Mr. G. H. Potts's Pandur, 11st. 6lb. .... Mr. Crighton 1  
Mr. Kanuck's Once More, 10st. 13lb. .... Mr. Johnston 2  
Mr. Wheelrut's Protection, 10st. 10lb. .... Mr. Schnorr 3

Time, 2.12 2/5.  
THE "ALLY HO" CUP.—Steeplechase. Value \$200, for all China ponies. Weight 11 stone. From the Grand Stand twice round and in. Cup to go to the rider. Five to start or no race. Entrance \$10 to go to second pony.

Mr. John Peel's Rex, 11st. 11lb. .... Mr. Johnston 1  
Mr. J. H. Lewis's Muscatel, 6lb. over .... Com. Gaunt 2  
Mr. Clough's The Crow, 11st. 11lb. .... Mr. Knox 3

Mr. J. H. Lewis's Starling, 11st. 11lb. .... Mr. Alderton 1  
Mr. ———— Digby Grand, 6lb. over .... Mr. Rutherford 2

Mr. C. H. Ross's Ben Roy, 11st. 11lb. .... Mr. Crighton 1  
Mr. John Peel's Havers, 11st. 11lb. .... Mr. Clarke 2

THE "LUCKY" CUP.—Presented. For all beaten griffins at this meeting. Weight for inches as per scale. A pony that has run second in any race to carry 5 lbs. extra. Third in any race 3 lbs. extra. Unplaced ponies allowed 3 lbs. Off-day winners barred. Entrance \$10 to go to second pony. One round.

Mr. Kanuck's Once More, 11st. 11lb. .... Mr. Moller 1  
Mr. Ellis Kadourie's Chieftain, 11st. 11lb. .... Mr. Crighton 2  
Mr. J. H. Lewis's Regret, 10st. 13lb. .... Mr. Rutherford 3

Mr. D. Macdonald's The Elder, 10st. 10lb. .... Mr. Clarke 1  
5 lbs. overweight. 12 lbs. overweight.  
Time, 1.58 3/5.

THE VISITORS' CUP.—Presented. Value \$250. For China ponies that have run at this meeting and have not won a race. Weight for inches as per scale. Old ponies to carry 7 lbs. extra. Subscription griffins allowed 3 lbs. Unplaced ponies allowed 5 lbs. Off-day winners barred. Entrance \$10 to go to second pony. Five furlongs.

Mr. Darius's Talbot, 10st. 10lb. .... Mr. Master 1  
Mr. John Peel's Royal, 10st. 11lb. .... Mr. Crighton 2

Mr. Tremearne's Fun, 10st. 12lb. .... Mr. Mackie 3  
Mr. Wingard's Quebec, 11st. 2lb. .... Mr. Moller 1  
Mr. Domich's Growler, 10st. 17lb. .... Mr. Gillingham 2

Mr. G. B. Macdonald's Go Bang, 10st. 4lb. .... Mr. Black 1  
Mr. J. H. Lewis's Alarm, 10st. 2lb. .... Mr. Alderton 2

Mr. Ellis Kadourie's Teetotum, 9st. 12lb. .... Mr. ———— 3  
Mr. E. H. Hinds's Hazard, 10st. 10lb. .... Mr. Makin 1

Mr. E. A. Bonner's Clifton, 10st. 10lb. .... Mr. Rutherford 2  
H. E. Mr. F. H. May's Yellow Skin, 10st. 13lb. .... Mr. Gedge 3

3 lbs. overweight. 6 lbs. overweight.  
4 lbs. overweight. 11 lbs. overweight.  
Time, 1.16 2/5.

THE "FISCAL" CUP.—Presented. For beaten subscription griffins of this season. Weight for inches as per scale. Placed ponies 5 lb. extra. Off-day winners barred. Entrance \$10 to go to second pony. One mile and a quarter.

Mr. Meiford's Standard, 11st. 6lb. .... Mr. Master 1  
Mr. Darius's Eclipse, 11st. 6lb. .... Mr. Alderton 2

Messrs. Craig and R. A. G.'s Combine, 11st. 11lb. .... Mr. Moller 3  
Mr. D. Macdonald's The Baillie, 10st. 12lb. .... Mr. Clarke 1

Mr. J. H. Lewis's Sentry, 11st. 11lb. .... Mr. Rutherford 2  
Mr. Wheelrut's Fair Trade, 10st. 21lb. .... Mr. Schnorr 3

Mr. A. Babington's Rocket, 11st. 6lb. .... Mr. Crighton 1  
Mr. A. Babington's Turbine, 11st. 11lb. .... Mr. Makin 2

Mr. Hart-Buck's Herschell II, 10st. 9lb. .... Mr. Mackie 3  
Mr. W. Domnich's Kid, 10st. 10lb. .... Mr. Gillingham 1

Time, 2.45 1/5.  
THE "CORONET" CUP.—Presented. For all beaten China ponies that have run at this meeting. Griffins allowed 5 lbs. Subscription griffins allowed 7 lbs. Off-day winners barred. Entrance \$10 to go to second pony. From the 3-mile post once round and in.

Mr. G. H. Potts's Rebeck, 11st. 11lb. .... Mr. Master 1  
Mr. Wheelrut's Protection, 10st. 10lb. .... Mr. Schnorr 2

Mr. Medico's Culex, 10st. 12lb. .... Mr. Millward 3

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

## TELEGRAMS.

## "HONGKONG TELEGRAPH" SERVICE.

## THE WAR.

## THE ATTEMPT TO CLOSE PORT ARTHUR.

## ADMIRAL MYEMURA'S REPORT.

(From Our Own Correspondent.)

YOKOHAMA, 27th February, 11 a.m.

Admiral Myemura, who is in command of the second squadron, reports that he approached Port Arthur on the night of the 23rd, conveying transports destined to block the entrance. At 10 o'clock on the following morning, the *Hakoku Maru* was sunk just below the lighthouse and to the left of the entrance, and the *Buyo Maru* alongside. The *Tenshin Maru*, *Bushu Maru* and *Jinsen Maru* were sunk to the east of Lantichisan. These vessels were all scuttled by their own crews. The men who manned them escaped in safety.

The main squadron attacked the Russian torpedo fleet on the same morning, but details are not yet to hand.

The fleet then attacked the warships *Bayun*, *Nonik* and *Aschold*, which were lying outside under shelter of the forts. After a short bombardment these vessels fled, escaping into the inner harbour, thus proving that the attempt to block the entrance has been unsuccessful.

The fleet fired inside the harbour and flames were seen to rise in the town.

Two Russian destroyers were chased by the Japanese cruiser and one was sunk near Chinwan Bay. None of the Japanese ships are injured.

## A RUSSIAN ACCOUNT.

## JAPANESE TORPEDO-BOATS SUNK.

(From Our Correspondent.)

SHANGHAI, 27th February, 6.22 p.m.

The Russian Agent here reports that in the recent night attack on Port Arthur two Japanese torpedo boats were sunk; he declares that his countrymen suffered no loss.

## SCHWIND RE-ARRESTED.

## AT CHINKIANG.

Rudolf Schwind, who escaped, on 9th inst., from the British Consular goal at Shanghai, where he was awaiting trial in connection with alleged frauds on the Russo-Chinese bank, has been re-arrested at Chinkiang and brought to Shanghai where he will be tried on Monday.

## THE DALLAS COMPANY.

## "THE FRENCH MAID."

The second performance of the *French Maid* was given to a crowded and enthusiastic audience by the Dallas Company, on Saturday evening, at the Theatre Royal. The applause was continued and the scenes frequent. Mr. Percival Knight, though suffering from a severe cold, was as popular as ever in his rôle of *Charlie Brown*, and kept the spectators in continual roar of laughter when on the stage. Miss Alice Wade was, as on the previous evening, a sparkling and alluring *Suzette*, deliciously wicked. A good word is due to all the members of the troupe, who worthily maintained their excellent reputation. To-night and to-morrow "The Runaway Girl," another amusing musical comedy will be staged.

## SHIPPING AND MAILS.

## MAILS DUE.

Indian (*Loitang*) 1st prox.  
German (*Seydlitz*) 1st prox.  
German (*Preussen*) 3rd prox.  
American (*Korea*) 3rd prox.  
American (*Gaeltic*) 9th prox.  
Canadian (*Empress of China*) 15th prox.  
American (*China*) 25th prox.

The H. A. L. s.s. *Brigavina* from Hamburg, left Singapore for this port on 27th inst. p.m., and may be expected here on 5th prox.

The Imperial German Mail s.s. *Seydlitz* left Shanghai on Saturday, at 6 p.m., and may be expected here on 1st prox., at daylight.

The P. M. S. S. Co.'s s.s. *China* with mails, &c., left San



## TELEGRAMS.

(Reuters.)

## The Manchurian Railway.

LONDON, 26th February.  
An official report to the Director General of Chinese Railways states that the Manchurian Railway is strongly guarded. At every mile approximately, there is a high watch tower with thirty Cossacks.

## Turkey and Bulgaria.

Febru. 27th.  
The pourparlers between Turkey and Bulgaria for a pacific settlement of their differences continue to progress favourably.

## The Russians in the Red Sea.

A Russian destroyer on Monday night stopped the liner *Mombasa* in the Red Sea. An officer boarded the ship and examined her papers.

## The War.

The Japanese Legation has received an official despatch from Tokio stating that the Japanese object of blocking the entrance of Port Arthur on the 24th instant was attained, the crews returning safely. The above news is not from Admiral Togo, but its accuracy is indubitable.

LATER.

It is believed in Tokio that the blocking of Port Arthur was at least partially accomplished.

## Great Fires in the United States.

A great fire has occurred in the business section of Rochester, New York State. Blocks of buildings were dynamited to arrest the spread of the fire. A fire has also destroyed three acres of the business section of Baltimore.

## The Governorship of New Zealand.

Lord Plunkett has been appointed Governor of New Zealand.

## SUPREME COURT.

CLAIM FOR INTEREST.

At the Supreme Court this morning, before the Puisne Judge, Mr. A. G. Wise, Chan A. Fook and another, described as merchants of Hongkong, sued U. Nervegna and another for the recovery of \$606, being interest on Francs 120,000, alleged by defendants to have been transferred to them by E. Ghisi (Italian Government Delegate on the Commission of Bankers, Shanghai).

Mr. M. W. Slade, instructed by Mr. F. N. d'Almada e Castro appeared for the plaintiffs, and the Hon. H. E. Pollock, K. C. (instructed by Mr. F. P. Hett, from the office of Mr. G. K. Hall Hutton) represented the defendants.

The statement of claim set out—1. The plaintiffs are merchants of Victoria, Hongkong.

2. The defendants are Italian subjects, who formerly carried on business in Victoria, under the style of U. Nervegna and Company, and who now reside in Hongkong. 3. In the month of November 1902, the plaintiffs commenced an action against the defendants in the Original Jurisdiction of the Supreme Court, being Action No. 211 of 1902.

4. In the year 1903 the defendants had awarded to them a large sum to be paid by the Chinese Government by way of indemnity for losses sustained by the defendants during the Boxer rebellion. 5. The said indemnity awarded to the defendants is payable to the defendants by the Italian Government Delegate on the Commission of Bankers, Shanghai, and until payment bears interest at the rate of 4 per cent per annum, payable half-yearly. 6. On the 30th May, 1903, the plaintiffs accepted a transfer, made on April 13, 1903, at the request of the defendants by the said Italian Government Delegate of Francs 120,000 out of the indemnity due to the defendants in full settlement of all claims by them against the defendants, and withdrew the said action, No. 211 of 1902.

7. On or about July 1st, 1903, the said Italian Government Delegate paid to the plaintiffs the interest due on the said indemnity for the half-year ended June 30, 1903. 8. The rateable proportion of the said interest received by the defendant in respect to Francs 120,000, transferred to the plaintiffs, amounted to \$606. 9. On July 28, 1903, the plaintiffs demanded from the defendants the payment of the interest received by the defendants on the Francs 120,000, but defendants have not paid the sum, or any part thereof. The plaintiffs claim: 1. \$606. 2. Interest from the date of the writ herein on \$606 at 8 per cent per annum until payment of full sum.

The defence set forth: 1. The defendants admit the truth of the allegations which are contained in paragraphs 1, 2, 3, 4, 5, 7, and 9 of the statement of claim. 2. In answer to paragraph 6 of the statement of claim the defendants say as follows: It was agreed between the plaintiffs and the defendants that action 211 of 1902 should be withdrawn by the plaintiffs on condition of the plaintiffs receiving a document from the Italian Government Delegate at Shanghai, which would entitle the plaintiffs to eventually receive bonds to the full value of Francs 120,000, when the bonds would be thereafter used by the Italian Government Delegate for the payment of the said indemnity. If the said Delegate has issued any document to the plaintiffs which confers, or purports to confer, or has the legal effect of conferring upon the plaintiffs any present or immediate rights to interest on the sum of Francs 120,000 such document was not issued in such form at the request of the defendant, but on the contrary was issued in such form in defiance to the express instructions upon the subject which were sent by the defendants to the said Delegate, to which instructions the defendants craved leave to refer. 3. In answer to paragraph 8 of the statement of claim the defendants craved leave to refer to and report the allegations which are contained in paragraph 2 hereof, and they deny that any apportionment whatever ought to be made payable to the plaintiffs in respect to the interest on such sum of Francs 120,000, either for the whole period or for any portion of the period between the 1st of June 1903 and the 30th of June 1903. Even if any such apportionment were made the defendants do not admit that it would amount to \$606. 4. Save in so far as this statement of claim of the defendants denies the truth of each and every of such allegations.

The case was proceeded with and eventually adjourned until to-morrow.

## INSTITUTION OF ENGINEERS AND SHIPBUILDERS.

ANNUAL MEETING.

The thirteenth annual general meeting of the above Institution, held on Saturday evening at 3, Des Vaux Road, was well attended, there being present: Messrs. D. Macdonald (President), W. C. Jack (Vice-President), E. C. Murphy, H. T. Richardson, J. D. Logan, J. L. W. Thomson, W. Ramsay, J. Skinner, A. B. in, J. Macdonald, J. Robertson, J. Lambert, A. Ritchie, E. C. Wilks, J. McLachlan, W. Auld, A. Milroy, P. Simcock, W. G. Winterburn, H. K. Archibald, W. Stewart, F. Murchie, R. Knox, J. F. Miller (hon. secretary), C. F. Focken (hon. treasurer) and others.

The notice convening the meeting having been read, The President said:—Gentlemen, the annual report and statement of accounts having been in your hands for some time I propose, with your permission, to follow the usual custom and take the report as read. A few years past the Institution of Engineers and Shipbuilders has not been progressing as it should do, and the report for the year 1903 you will see from the report finds in a worse condition than we have been in since the institution was started just 13 years ago. As one of the founders I remember well the high hopes that were entertained by the first committee and members of the great things to be achieved by this institution, and for a number of years it seemed as if their hopes realised. But gentlemen, we have fallen on evil times and unless the members wake up and take more interest and give more support to the working of the institution, the time is not far distant when the question of winding up the Company will have to be seriously considered for the institution at the present time is not self-supporting. The balance (which I see the printer has kindly put in large letters) is slightly misleading as this balance is only attained after adding \$595.00 subscribed for the new billiard table and about \$100.00 from the dance account, without which we should have been about \$700.00 to the bad and I am sure none of the members wish this institution to be run on charity. The engineers and shipbuilders of this colony are well able to maintain an institution worthy of the trades from which it takes its name, but if they decline to support such an institution then there is nothing to be done but bow to the inevitable and shut up. Speaking for myself I should be very sorry indeed if we are forced to close; because it would be a sign that we engineers and shipbuilders in Hongkong are lagging behind while kindred institutions all over the world are flourishing and going ahead. Some members, I am told, complain that they do not derive any benefit from the institution, or at any rate not sufficient for the \$2.50 subscribed per month. Well that I should say is the fault of the member, for you only require to walk into the reading room and look at the collection of papers and magazines and the splendid reference library to convince you that the member who is incapable of taking \$2.50 worth out of that room in the same number of hours must be wanting in those qualifications which are requisite in every engineer and shipbuilder. Before closing my remarks I would draw the attention of members to the classes which have lately been started under the direction of Mr. W. H. Williams for instruction in practical mathematics and mechanics, and with this institution in a flourishing condition there is no reason why these classes should not be arranged so that every member who wished to do, might take part in them, and this is only one of the many benefits that members might derive from the institution if they would support it in a whole-hearted and genuine manner (applause). Before moving the adoption of the report I shall be pleased to answer any questions or give any information within my power.

Replying to Mr. Murphy, the hon. treasurer (Mr. C. F. Focken) said the amount outstanding and due to the institution was now about \$1,500.

The President proposed, Mr. Jack seconded, and it was agreed that the report and accounts as presented be adopted and passed.

Mr. Bain drew attention to the falling off in membership during the past few years, and said there was something wrong somewhere.

The President replied that the committee had been doing all in their power to make the institution attractive to members, the majority of whom seemed quite disinterested in the matter. The meeting then proceeded to discuss the question of admitting marine officers and gentlemen connected with shipping as associate members of the institution.

The Vice-President observed that the committee had already discussed the matter, and agreed it would be best to learn the views of members regarding the proposal. In the opinion of the Committee gentlemen connected with the shipping interests, as well as shore-shipping clerks, captains and officers of steamers—should be associate members, but they would, of course, be subject to election by ballot by the committee, and if admitted would have the same privileges as ordinary members with the exception that they would have no voice in the management of the institution.

Several members were strongly in favour of keeping the institution purely for engineers and shipbuilders, and if necessary, the subscriptions might be raised. Eventually it was agreed to postpone the discussion in order to get the views of seagoing members.

The question of increasing subscriptions was deferred to the next meeting.

The following officers were elected for the ensuing year: President—Mr. W. C. Jack. Vice-Presidents—H. T. Richardson and J. Lambert. Committee of Management: Messrs. D. Macdonald, H. Richardson, J. Lambert, J. Banks, E. C. Wilks, W. Ramsay, J. D. Logan, E. C. Wilks, J. Macdonald, and J. W. Robertson. Hon. Secretary—Mr. J. C. Miller. Hon. Librarian—Mr. J. D. Thomson. Hon. Treasurer—Mr. C. F. Focken.

Votes of thanks to the officers for their services during the past year brought the proceedings to a close.

## ATHLETIC SPORTS.

As will be seen from our advertisement columns the seventh athletic meeting, under the auspices of the Victoria Recreation Club, will be held on Monday, the 4th April, on the ground of the Hongkong Football Club. Programme and entry forms may be obtained from the Steward of the Club at Kowloon. Entries close on the 28th prox.

## WEST RIVER TRAFFIC.

(From Our Correspondent.)

Canton, 27th February.  
I am in receipt of advices from Wuchow to the effect that the Chinese merchants in that port have ceased business in consequence of an excessive salt tax which has been imposed on all goods. It has to be paid at the port where the goods are shipped, and they will not be subject to any further tax at subsequent ports. It is reported that merchants at other ports will adopt a similar attitude, and the foreign merchants, fearing a general disturbance, have appealed to the respective Consuls for protection.

## COMMERCIAL.

Advices from Shanghai, of 23rd inst., report business done:—Shanghai and Hongkong Wharves at Tls. 207 for March. Indo-Chinas at Tls. 584 for March and Tls. 59 for April. Farnham, Boyds at Tls. 139/14 for March. Tls. 142/14 for March. Shanghai Lands at Tls. 115 cum div. and Tls. 110 ex div. Weichai Golds at \$15. Maatschappij at Tls. 310 cash, Tls. 310 cash and settlement, Tls. 315 for March, 317 for April, and Tls. 330 for June. Gas at Tls. 122. Montries at \$55. Weeks & Co. at Tls. 20.

## FREIGHT.

In their circular of 27th inst., Messrs. Lamke and Rogge write:—The chief feature that has characterised the freight market during the past fortnight has been a continuous demand for steamers on time charter from the North. Tonnage, promptly available on monthly terms has been and is still being inquired after at steadily hardening rates and as far as events have gone in regard to hostilities between Russia and Japan, it is hard to say where things are going to end.

The position of the market is an abnormal one. Whilst neutral tonnage is being picked up everywhere to meet urgent requirements from Japan, the Southern market—making due allowance for the Chinese New Year holidays—has remained almost stagnant with few charters here and there reported.

Again, the Saigon/Hongkong trade, a continually declining local rice market has been prohibitory to business in this direction and present quotation is nothing better than 17/18 cents per picul. This figure is, however, more or less nominal, there being but an occasional boat having to accept such rate of necessity, and a considerable improvement can only be a question of time if only in consequence of shortage of tonnage. The rice crop in Cochinchina is said to be a fairly good one, but export figures up to date are not to be compared with former years, the high rate of exchange having put a stop to shipments for Europe and the time is no doubt near at hand, that export to China on a fairly large scale will become practicable. Stocks of grain at Canton have so far been sufficient, but the state of affairs for agriculturists, as far as the next rice crop is concerned, is a very serious one in consequence of the long continued drought. Unless rain comes very soon, nothing can avert a bad harvest and in that most probable case, grain will be wanted badly with a very limited amount of tonnage to bring it along.

From Saigon to Philippines ports, after a lull of some duration, operations have been resumed and chartering has been done on the basis of 38 cents per picul, more tonnage being wanted at same figure. Suitable craft is however scarce and it is very probable that rates will go higher. From Hongkong to one port Philippines up to 58 cents per picul has been paid and there is room for further tonnage.

Hongkong business to this remains unchanged. Rates have not advanced correspondingly with others on account of the more than ample supply of "liners."

From Java to this 40 cents per picul sugar, dry or wet, is procurable, but no tonnage is forthcoming. Forward loading for Japan, June/July, tonnage is wanted at very good rates, but hard to obtain.

Coal rates from Japan ports are very firm, \$2.50 per ton. Moji or Kuchinozu to this being offered freely and more would undoubtedly be paid for prompt delivery. Moji/Singapore, we quote \$2.75 per ton and Karatsu/Mannila \$3.60 per ton.

On monthly terms, as already indicated, a number of steamers has again found employment at very fair rates, with few exceptions for neutral trade in Japan waters, and the demand continues.

Casualties:—S.S. *Deuteros*, a well known coaster, has foundered on the Paracels.

Sail Freights:—Nothing doing. Sail tonnage loading or to load.—For Callan.—Italian bark *Polina*, arrived 12th January. British bark *Alma Bay* to arrive from Hongkong.

Disengaged:—None. Departures:—None.

## TO-DAY'S EXCHANGE.

Selling.  
London—Bank T.T. 110/11  
Do. demand 110/11  
Do. 4 months' sight 110/11  
France—Bank T.T. 110/11  
America—Bank T.T. 110/11  
Germany—Bank T.T. 110/11  
India T.T. 110/11  
Do. demand 110/11  
Shanghai—Bank T.T. 110/11  
Japan—Bank T.T. 110/11  
Singapore—Bank T.T. 110/11  
Java—Bank T.T. 110/11

Buying.  
4 months' sight L/C 110/11  
6 months' sight L/C 110/11  
30 days' sight San Francisco & New York 46 1/2  
4 months' sight do 47  
30 days' sight Sydney and Melbourne 111 1/2  
4 months' sight France 111 1/2  
6 months' sight do 111 1/2  
4 months' sight Germany 111 1/2  
Far Silver 111 1/2  
Bank of England rate 111 1/2

Other quotations.  
Tobacco—New York 110/11  
Gold—New York 110/11  
Silver—New York 110/11  
Persian (Paper) 110/11

## ADVERTISEMENTS.

COMPAGNIE DES MESSAGERIES MARITIMES.  
PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"ARMAND BEHIC,"  
Captain Flamin, will be despatched for the above Ports on or about MONDAY, the 7th March.

For Freight or Passage, apply to  
G. DE CHAMPEAUX,  
Agent.

Hongkong, 29th February, 1904. [9]

IMPERIAL GERMAN MAIL LINE.  
NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Imperial German Mail Steamship

"PREUSSEN,"  
Captain E. Prehn, due here with the outward German Mail about THURSDAY, at Daylight, will leave for the above places about 12/14 hours after arrival.

NORDDEUTSCHER LLOYD.  
For further Particulars, apply to  
MELCHERS & CO.,  
Agents.

Hongkong, 29th February, 1904. [5]

## Co-day's Advertisements.

THE "UP-TO-DATE SHORTHAND" has reached Hongkong, where a Permanent Studio has been opened near the G.P.O. and WALKINS, LTD., Queen's Road Central.

1ST LESSON write any Word.  
4TH LESSON write 40 Words a Minute.  
11TH LESSON write 120 Words a Minute.  
24 LESSONS to Completion of Full Course.

TERMS: \$50. or by instalments. NO BOOKS TO BUY, or other Payments to make. May be learned in One Month; the very Dullest in 12 Weeks.

OUR ANSWERS TO QUESTIONS  
"FTEN ASKED ON THE  
"UP-TO-DATE SHORTHAND."

Can it be learned as well by post as at your Studio? ... YES.  
Can a person of ordinary intellect master it in six weeks? ... YES.  
The full course to completion and fast writing in six weeks? ... YES.  
Do you examine us on each lesson? ... YES.  
Personally or by post? ... YES.  
Is it easy to learn and to read? ... YES.  
Is it accepted by Government Offices the world over? ... YES.  
Do you give a certificate of competency on completion? ... YES.  
Do you supply a lesson book to each pupil and show the date each lesson is given? ... YES.  
Then this is proof of the pupil's progress; and before receiving the 12th lesson I must write 120 words a minute? ... YES.  
Shall I be competent to write a shorthand letter and make notes? ... YES.  
At the third lesson within one week? ... YES.  
The pupils take as long as they like between the lessons; they master one and then come (or send if a Postal Pupil) for the next.

PRINCIPAL:  
WARWICK PEELE,  
Late Special Reporter, British Houses Lords, Commons and High Courts.  
Hongkong, 29th February, 1904. [298]

THE REGISTRATION OF TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that JAMES SAUNDERS & CO., LIMITED, of 15, Charlotte Street, Fitzroy Square, London, England, Wine and Spirit Merchants, have, on the 29th day of December, 1903, applied for the Registration, in Hongkong, in the Register of Trade Marks, of the following TRADE MARK:—

HOUSE OF LORDS  
BLACK & WHITE  
SAUNDERS'S  
TRADE MARK

From Java to this 40 cents per picul sugar, dry or wet, is procurable, but no tonnage is forthcoming. Forward loading for Japan, June/July, tonnage is wanted at very good rates, but hard to obtain.

Coal rates from Japan ports are very firm, \$2.50 per ton. Moji or Kuchinozu to this being offered freely and more would undoubtedly be paid for prompt delivery. Moji/Singapore, we quote \$2.75 per ton and Karatsu/Mannila \$3.60 per ton.

On monthly terms, as already indicated, a number of steamers has again found employment at very fair rates, with few exceptions for neutral trade in Japan waters, and the demand continues.

Casualties:—S.S. *Deuteros*, a well known coaster, has foundered on the Paracels.

Sail Freights:—Nothing doing. Sail tonnage loading or to load.—For Callan.—Italian bark *Polina*, arrived 12th January. British bark *Alma Bay* to arrive from Hongkong.

Disengaged:—None. Departures:—None.

TO-DAY'S EXCHANGE.

Selling.  
London—Bank T.T. 110/11  
Do. demand 110/11  
Do. 4 months' sight 110/11  
France—Bank T.T. 110/11  
America—Bank T.T. 110/11  
Germany—Bank T.T. 110/11  
India T.T. 110/11  
Do. demand 110/11  
Shanghai—Bank T.T. 110/11  
Japan—Bank T.T. 110/11  
Singapore—Bank T.T. 110/11  
Java—Bank T.T. 110/11

Buying.  
4 months' sight L/C 110/11  
6 months' sight L/C 110/11  
30 days' sight San Francisco & New York 46 1/2  
4 months' sight do 47  
30 days' sight Sydney and Melbourne 111 1/2  
4 months' sight France 111 1/2  
6 months' sight do 111 1/2  
4 months' sight Germany 111 1/2  
Far Silver 111 1/2  
Bank of England rate 111 1/2

Other quotations.  
Tobacco—New York 110/11  
Gold—New York 110/11  
Silver—New York 110/11  
Persian (Paper) 110/11

THE REGISTRATION OF TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that BARCLAY PERKINS & CO., LIMITED, of Anchor Brewery, Park Street, Southwark, London, England, Brewers, have, on the 30th day of October, 1903, applied for the Registration, in Hongkong, in the Register of Trade Marks, of the following TRADE MARK:—

THE COMPANY'S STEAMSHIP

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, LONDON AND STRAITS.

THE Steamship

"GLENLOGAN,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 7th March will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognised.

MCGREGOR BROS. & GOW.  
Hongkong, 29th February, 1904. [101]

"INDRA" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Company's Steamship

"INDRAW" DI,

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 7th March, at Noon, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

JARDINE, MATHESON & CO.,  
Agents.  
Hongkong, 29th February, 1904. [104]

AMERICAN ASIATIC STEAMSHIP CO.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"BRAEMAR,"

Captain S. L. Saxby, having arrived from the above port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Wanchai Steaming Company, at Wanchai and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th March will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 7th March, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & CO., General Agents.

Hongkong, 29th February, 1904. [103]

## Co-day's Advertisements.

HONGKONG JOCKEY CLUB.

FOUND.

WITHIN the Jockey Club Compound, A HUNCH of KEYS and a LADY'S HANDKERCHIEF; also a FOX TERRIER DOG with the license Number 259 affixed to his Collar.

The owners may recover the above by applying to—

T. F. HOUGH,  
Clerk of the Course.  
Hongkong, 29th February, 1904. [299]

WANTED.

A LADY is required to act as SECRETARY. Good English necessary. One with Capital can have the Management after One month's training. Sure and Large Income.

Address:—  
"S. and T."  
C/o Hongkong Telegraph Co., Ltd.  
Hongkong, 29th February, 1904. [300]

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the Military Authorities that GUN PRACTICE will be carried out on Eagle's Nest Hills, South-East of Tai Po Road (5 1/2 miles), in a direction due North, against the Southern Slope of Needle Hill to the North-West of that road (7 miles) on the 4th March, 1904, between the hours of 8 A.M. and 2 P.M.

If the weather is unfavourable on the above date, Practice will take place on the 5th March, during the same hours.

By Command,  
A. M. THOMSON,  
Acting Colonial Secretary.

Colonial Secretary's Office,  
Hongkong, 29th February, 1904. [301]

THE HONGKONG JOCKEY CLUB.

CITY HALL.

THE HONGKONG AMATEUR DRAMATIC CLUB

will give Two Performances of THE COMIC OPERA

"HIS EXCELLENCY,"

Written by W. S. GILBERT,  
Music composed by Dr. OSWALD CARR,



## Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.  
AND  
CHINA MUTUAL STEAM NAV. CO., LD.

## JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

## OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW AND LIVERPOOL	"RHEIPUS"	On 2nd March.
GLASGOW AND LIVERPOOL	"MACHAON"	On 5th March.
GLASGOW AND LIVERPOOL	"TELEMACHUS"	On 12th March.
GLASGOW AND LIVERPOOL	"NINGCHOW"	On 22nd March.
GLASGOW AND LIVERPOOL	"ANTENOR"	On 24th March.
GLASGOW AND LIVERPOOL	"OOPACK"	On 31st March.
GLASGOW AND LIVERPOOL	"JASON"	On 5th April.
GLASGOW AND LIVERPOOL	"ACHILLES"	On 10th April.

S.S. "MENELOUS" has arrived.  
S.S. "RHEIPUS" left Singapore on the 25th inst. p.m. for this port.  
S.S. "MACHAON" left Singapore for this on the 27th inst.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON & ANTWERP	"MOYUNE"	On 1st March.
LONDON & ANTWERP	"AJAX"	On 15th March.
GENOA, MARSEILLES & L'POOL	"GLAUCUS"	On 15th March.
LONDON & ANTWERP	"PARKING"	On 20th March.
LONDON & ANTWERP	"MACHAON"	On 24th April.
GENOA, MARSEILLES & L'POOL	"IDOMENEUS"	On 20th April.
LONDON & ANTWERP	"TELEMACHUS"	On 26th April.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"NINGCHOW"	On 24th March.

S.S. "PELEUS" has arrived.  
S.S. "TYDEUS" left Victoria, B.C. on 21st inst. for Japan and Hongkong.  
For Freight, apply toBUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 29th February, 1904.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
CEBU AND ILOILO	"SHANGHAI"	1st March, at 4 p.m.
TIENSIN	"CHIHAI"	1st "
MANILA	"CHENAN"	2nd "
ILOILO	"WUCHANG"	3rd "
SHANGHAI	"TAMU"	3rd "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNS- VILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	3rd "

\* The Attention of Passengers is directed to the Superior Accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly  
qualified Surgeon is carried.† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian  
Ports.N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND  
AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 27th February, 1904.

## Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers  
between Hongkong and Manila.—Saloon amidships—Electric  
Light—Perfect Cuisine—Surgeon and Stewardess carried.  
—All the most up-to-date arrangements for comfort of  
Passengers.CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 5th Mar., at 10 A.M.
ZAFIRO	2540	R. Rodger	—	SATURDAY, 12th Mar., at 10 A.M.
PERLA	1080	A. H. Nottley	—	—

For Freight or Passage, apply to

SHEWAN, TOMES &amp; CO.

GENERAL MANAGERS.

Hongkong, 27th February, 1904.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND  
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.FOR  
PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

## THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail
"INDRASAMHA"	5,197	W. E. Craven	Mar. 24, 1904.
"INDRAVELLI"	4,899	R. P. Craven	April 24, "
"INDRAPURA"	4,899	J. T. Horne	—

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and  
United States Ports. For through rates of Freight and further information, communicate  
with or apply to

ALLAN CAMERON, General Agent.

## HONGKONG-MACAO LINE.

## STEAM TO CANTON.

S.S. "WING CHAI,"  
Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week  
Days, at 7.30 A.M.; on Excursion Sundays,  
at 8.30 A.M.; from Macao, Week Days at about  
2 P.M. and Sundays about 7.30 P.M.

FARE.—(Week Days) 1st Class (including  
cabin and servant), \$3; Return Ticket, \$5.  
2nd Class, \$1; 3rd Class, 50 cents.

On Excursion Sundays, 1st, 2nd, and 3rd Class  
Single Tickets \$1; Return Tickets, \$3. Return  
Tickets including Tiffin and Dispers either on  
Board or at Macao Hotel, \$5. On Sundays,  
\$5 extra will be charged for each cabin with  
accommodations for two or more passengers.

WHARF.—At the Western end of Wing Lok  
Street.

The Steamer runs an Excursion Trip EVERY  
SUNDAY. It takes only 3 hours to reach  
Macao.

MING ON & CO.,  
2nd Floor, No. 16, Victoria Street.  
Hongkong, 5th January, 1904.

## Shipping—Steamers.

CHINA NAVIGATION COMPANY,  
LIMITED.

## AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,  
From 1st January, 1904.ALSO REDUCED FARES TO  
MANILA AND RETURN.STEAMERS fitted throughout with Electric  
Light, First Class Accommodation. Un-  
rivalled Table. Duly qualified Surgeon carried.  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 1st February, 1904. [104]

## MESSAGERIES CANTONNAISES.

I. TREVOUX &amp; CO.

HONGKONG-CANTON NIGHTLY  
SERVICE.

THE Commodious Steamer

"PAUL BEAU."

Captain Franguel, leaves Hongkong for Canton  
at 9 P.M. on SUNDAYS, TUESDAYS and  
THURSDAYS, returning to Hongkong the  
following Days, leaving Canton at 5 P.M., taking  
Passengers and Cargo as usual and will shortly  
be followed by the Steamer "CHARLES  
HARDOUN."These Two Magnificent and Up-to-Date  
Steamers, are lighted with Electricity.  
The Saloon is under European Supervision.  
First Class European ..... \$8.00  
Second Class European ..... 3.00  
First Class Chinese ..... 1.50  
Second Class Chinese ..... .80  
Deck ..... .50The Company's Wharf is at the end of Queen  
Street, Praya West.For further Particulars, apply to  
J. LANDOLT, Agent,  
THE PHARMACY, Queen's Road Central.  
Hongkong, 6th February, 1904. [122]DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAICHING,"  
Captain Hodgins, will be despatched for the  
above Ports, TO-MORROW, the 1st March,  
at 11 A.M.For Freight or Passage, apply to  
DOUGLAS, LAURIE & CO.,  
General Managers.  
Hongkong, 29th February, 1904. [126]FOR SINGAPORE, PENANG AND  
CALCUTTA.

THE Steamship

"GREGORY APCAR,"  
Captain J. G. Olfert, will be despatched for the  
above Ports, TO-MORROW, the 1st March,  
at 1 P.M.For Freight or Passage, apply to  
DAVID SASSOON & CO. LIMITED.  
Agents.  
Hongkong, 24th February, 1904. [184]REGULAR STEAMSHIP SERVICE  
TO NEW YORK,VIA PORTS AND SUEZ CANAL  
(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1904.	About
"MACDUFF"	1st Mar.
"AFRIDI"	Early in April.

For Freight and further information, apply to  
DODWELL & CO. LIMITED,  
Agents.

Hongkong, 27th February, 1904. [1160]

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship  
"YUENSANG,"  
Captain P. H. Rolfe, will be despatched as above  
on WEDNESDAY, the 2nd March, at 4 P.M.This Steamer has Superior Accommodation for  
First Class Passengers, and is fitted through-  
out with Electric Light.For Freight or Passage, apply to  
JARDINE, MATHESON & CO.,  
General Managers.  
Hongkong, 26th February, 1904. [1290]

## "GLEN" LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP.

THE Steamship

"GLENVYLE,"  
Captain T. Darke, R.N.R., will be despatched as  
above on SATURDAY, the 5th March, 1904.For Freight or Passage, apply to  
MCGREGOR BROS. & GOW,  
Agents.  
Hongkong, 15th February, 1904. [1259]

## THE NEW FRENCH REMEDY

TRADE MARK

THERAPION No. 1

THERAPION No. 2

THERAPION No. 3

THERAPION

THERAPION

THERAPION

THERAPION

THERAPION

THERAPION

THERAPION

THERAPION

THERAPION

THERAPION

THERAPION

THERAPION

THERAPION

THERAPION

THERAPION

THERAPION

## Intimation.

## AN APPEAL.

THE SUPERIORESS of the ITALIAN  
CONVENT, CAINE ROAD, begs most  
respectfully to APPEAL to the Residents of  
Hongkong and the Coast Ports, for their kind  
patronage and support, and desires to state that  
she will be pleased to receive orders for all kinds  
of NEEDLE WORK.Gentlemen's Shirts made to order, and Cuffs  
and Collars renewed on old ones.Ladies and Children's Under-clothing, Children's  
Dresses, and all kinds of Embroidery,  
Materials can be supplied, if required.The Superioress will also be most grateful  
for any PAPER, or old ENVELOPES to be made  
into Books for the Children of the Poor Schools,  
who are taught by the Sisters.

Hongkong, 22nd April, 1897.

## THE WEATHER.

The following report is from Mr. J. I. Plum-  
mer, Chief Assistant of the Hongkong Obser-  
vatory:—  
On the 29th at 11.50 a.m. The barometer has  
risen in Central China and fallen slightly in  
S. China.Pressure is highest over the Yangtze valley.  
Gradients are moderate on the China Coast  
and slight over the Pacific and China Sea.Increasing monsoon may be expected in the  
Formosa Channel and variable breezes in the  
north part of the China Sea.

Forecast:—Light E. winds; overcast, misty

	Feb. 28 at 10 a.m.	Feb. 28 at 4 p.m.
Temperature	68	69.96
Humidity	68	75
Rainfall	—	—

## CHINA COAST METEOROLOGICAL REGISTER.

February 29th, 1904, a.m.

Bar. Th. Hu. Wind W.

	7 a.m.	10 a.m.	1 p.m.	4 p.m.	7 p.m.
Vladivostok	—	—	—	—	—
Nemuro	—	—	—	—	—
Hakodate	—	—	—	—	—
Tokio	—	—	—	—	—
Kobe	—	—	—	—	—
Nagasaki	—	—	—	—	—
Kagoshima	—	—	—	—	—
Oshima	—	—	—	—	—
Naha	—	—	—	—	—
Ishigaki	—	—	—	—	—
Taihou	—	—	—	—	—
Taichu	—	—	—	—	—
Tainan	—	—	—	—	—
Kohun	—	—	—	—	—
Pescadore	—	—	—	—	—
Wei-hai-wei	—	—	—	—	—
Gutzlaff	—	—	—	—	—
Sharp Peak	—	—	—	—	—
Amoy	—	—	—	—	—
Swatow	—	—	—	—	—
Canton	—	—	—	—	—
Hongkong	—	—	—	—	—
Victoria Peak	—	—	—	—	—
Gap Rock	—	—	—	—	—
Macao	—	—	—	—	—
Haiphong	—	—	—	—	—
Manila	—	—	—	—	—
Iloilo	—	—	—	—	—
Cebu	—	—	—	—	—
C. St. James	—	—	—	—	—

HONGKONG AVERAGE MARKET  
PRICES.

Corrected 23rd February, 100 cts. per 5 Mx.

## BUTCHER MEAT.

	Cents.
Beef sirloin & prime cut—Mei Lung Pa	17
" Corned—Ham Ngau Yuk	17
" Roast—Shiu	17
" Breast—Ngau Lam	13
" Soup, Tong Yuk	13
" Steak—Ngau Yuk Pa	17
" " Serjoin—Ngau Lam	13
" Sausages—Ngau Yuk Chung	16
Bullock's Brains— " Know	8
" Tongue fresh—Ngau Li	45
" " corned—Ham Ngau Li	45
" Head—Ngau Tau	5
" Heart—Ngau Sum	5
" Hump, Salt—Ngau Kin	13
" Feet—Ngau Kerk	8
" Kidneys—Ngau Yiu	8
" Tail—Ngau Mei	16
" Liver—Ngau Con	16
" Tripe (undressed)—Ngau To	5
Calves' Head and Feet—Ngau-chai- tau-keok	75
Mutton Chop—Yeung Pai Kw	24
" Leg—Yeung Pei	24
" Shoulder—Yeung Shau	20
Pigs' Chitlings—Chi cheong	7
" Brains—Chi Know	12
" Feet—Chi Kerk	12
" Fry—Chi Chak	12
" Head—Chi Tai	13
" Heart—Chi Sum	9
" Kidneys—Chi Yiu	9
" Liver—Chi Kon	24
" Pork, Chop—Chi Pai Kwat	18
" Corned—Ham Chu Yuk	18
" Leg—Chu Pei	22
" Fat or Lard—Chu Yau	18
Sheeps' Head and Feet—Yeung Tau	55
" Keok	55
" Heart—Yeung Sum	55
" Kidneys—Yeung Yiu	9
" Liver—Yeung Con	20
Sucking Pigs, To Order—Chu Chai	17
Suet, Beef—Sang Ngau Yau	17
" Mutton—Sang Yeung Yau	18
" Veal—Ngau Chai Yuk	18
" Sausages—Ngau Chai Yuk Tong	13

## POULTRY.

	Cents.
Chicken—Kai Chai	30
Capons, Large, Small—Sin Kai	32
Ducks—Ap	25
Doves—Pan Kau	10
Eggs, Hen—Kai Tan	10
Fowls, Canton—Kai	35
" Hainan—Hoi Nam Kai	30
Geese—Ngol	23
Geese, Wild Shanghai—Sheung Hoi Y	1.55
Musk Deer—Wong Keng	3.50
Harb—Tu Chai	1.50
Partridge—Chai Khoo	60
Phasant—Shan Kai	1.60
Pigeons, Canton—Pak Kuo	35
" Hollow—Hollow Pak Kuo	35
Quail—Um Chun	35
Rice Birds—Wo Fa Chuk	35
Sauces—Sa Chai	35

## Turkeys, Cocks—Fo Kai Kung

Hen— " Na ..... 45  
Wild Ducks, Shanghai, Su-ap ..... 1.35  
Teal, Shanghai, Su Ap Chai ..... 60  
Wild Ducks, Canton—Sang Shing Su  
Apea ..... per pair 1.00

## FISH.

	Cents.
Barbel—Ka Yu	13
Bream—Bin Yu	13
Canton Fresh Water Fish—Hoi Sin Yu	13
Carp—Li Yu	13
Catfish—Chik Yu	13
Codfish—Mun Yu	13
Crabs—Hoi	13
Cuttle Fish—Muk Yu	13
Dace—Sa Mong Yu	13
Dace—Wong Mei Lun	13
Dog Fish—Tit Yu Sa	13
Eels, Congor—Hoi Man Yu	13
" Fresh water—Tam Sui Yu	13
" Yellow—Wong Sin	13
Frogs—Hien Kai	13
Grouper—Sek Pan	13
Gudgeon—Pak Kup Yu	13
Herring—Tao Pak	13
Halibut—Cheung Kwan Yu	13
Lobster—Wong Fa Yu	13
Lobsters—Lung Ha	13
Mackerel—Chi Yu	13
Monk Fish—Mon Yu	13
Mullet—Chai Yu	13
Oysters—Sang Hoi	13
Parrotfish—Kai Kung Yu	13
Perch—Tau Loo	13
Pike—Sa Pau Poong	13
Plaice—Pan Yu	13
Pomfret, Black—Hak Chong	13
Pomfret, White—Pak Chong	13
Prawns—Ming Ha	13
Ray—Pei Pa Sa	13
Rock Fish—Sek Kau Kung	13
Roach—Chun Yu	13
Salmon, (Citon), fresh water—Ma Yau	13
Shark—Sa Yu	13
Skate—Po Yu	13
Shrimps—Ha	13
Snapper—Lap Yu	13
Soles—Tat Sa Yu	13
Tench—Wan Yu	13
Turbot—Cho Hoi Yu	13
Turtles, small, fresh water—Keok Yu	13
White Bait—Ngau Yu Chai	13

## FRUITS.

	Cents.
Almond—Hung Yan	20
Apples, (California)—Kam San Ping	15



## Shipping.

Arrivals.			
Coromandel, Br. s.s., 2,783, Montford, R.M.R., 27th Feb.—Bombay 10th Feb., and Singapore 21st, Mails and Gen.—P. & O. S. N. Co.			
Kaiserin Elisabeth, Aust. cruiser, 4,000, Minth, 27th Feb.—Batavia 19th Feb.			
Chibbi, Br. s.s., 1,142, Hooker, 27th Feb.—Manila 24th Feb., Ballast—Order.			
Toonan, Ch. s.s., 424, Best, 28th Feb.—Shanghai 24th Feb., Gen.—C. M. S. N. Co.			
Laertes, Br. s.s., 1,341, Jackson, 28th Feb.—Saigon 23rd Feb., Rice and Meal—Chilene.			
Babelsberg, Ger. s.s., 1,319, Wendi, 28th Feb.—Saigon 23rd Feb., Rice—E. A. T. Co.			
Haiching, Br. s.s., 1,267, Hodgins, 28th Feb.—Foonchow 25th Feb., Amoy 26th Feb., and Swatow 27th, Gen.—D. L. & Co.			
Chunyang, Br. s.s., 1,413, Cox, 28th Feb.—Kuchinotzu 23rd Feb., Coal—J. M. & Co.			
Tjimahi, Dut. s.s., 2,476, Jansen, 28th Feb.—Macassar 20th Feb., Gen.—H. C. T. Co.			
Sithonia, Ger. s.s., 4,239, Hildebrandt, 28th Feb.—Shanghai 25th Feb., Gen.—H. A. L.			
Glenlogan, Br. s.s., 3,742, McGregor, 28th Feb.—London via Singapore 21st Feb., Gen.—Order.			
Anna, Norw. s.s., 773, Olsen, 28th Feb.—Kobe 20th Feb., Gen.—W. H. G.			
Wuchang, Br. s.s., 801, Finlayson, 28th Feb.—Hiloilo and Cebu 24th Feb., Gen.—B. & S.			
Peleus, Br. s.s., 4,800, Barwise, 29th Feb.—Puget Sound via Japan 31st Jan., and Esqui malt 2nd Feb., Gen.—B. & S.			
Nanyang, Ger. s.s., 963, Hass, 29th Feb.—Moji 24th Feb., Coals.—E. A. T. Co.			
Choyang, Br. s.s., 1,424, Roope, 29th Feb.—Shanghai 24th Feb., Gen.—J. M. & Co.			
Menelaus, Br. s.s., 3,005, Evans, 29th Feb.—Liverpool via Singapore 16th Jan., Gen.—B. & S.			
Ras Bera, Br. s.s., 2,499, Morris, 29th Feb.—Moji 24th Feb., Coals.—Order.			
Lugano, Ger. s.s., 2,913, Dockholt, 29th Feb.—Moji 23rd Feb., Coal.—D. & Co., Ltd.			
Hoiha, Br. s.s., 509, Casse, 29th Feb.—Haiphong 26th Feb., and Hoihow 28th, Gen.—A. R. M.			

## Clearances at the Harbour Office.

Carl Diederichsen, for Hoihow.  
Haiching, for Kwong-chow-wan.  
Hailong, for Swatow.  
Marie Jensen, for Singapore.  
Pak Kong, for West River.  
Choyang, for Canton.  
Ning King, for Canton.  
Sillinton, for Bangkok.  
Haiching, for Swatow.  
Indrawadi, for Shanghai.  
Kwong Tung, for Canton.  
Kongnam, for Canton.  
Angho, for Saigon.  
Tientsin, for Shanghai.  
Wingchui, for Macao.  
Menelaus, for Shanghai.  
Hongkong, for West River.

## Departures.

Feb. 28.  
Coromandel, for Shanghai.  
Nankin, for Shanghai.  
Feb. 29.  
Centurion, H.M.S. battleship, for Mira Bay.  
Ocean, H.M.S. battleship, for Mira Bay.  
Cressy, H.M.S. cruiser, for Mira Bay.  
Phoenix, H.M.S. sloop, for Wei-hai-wei.  
Hailong, for Swatow.  
Challenger, for Yokohama.  
Takana, for Hongkong.  
Marie Jensen, for Singapore.  
Toonan, for Canton.  
Kaiserin Elisabeth, Aust. cruiser, for Port Arthur.

## Passengers arrived.

Per Tjimahi, from Macassar—Mr. and Mrs. Espin and children; Mr. Espin, and a Chinese.  
Per Haiching, from Coast Ports—Dr. Faheny, Messrs. W. Paton, Pang Nam, Master Fawin, Masters Lynberg (1), and 111 Chinese.  
Per Coromandel, for Hongkong from London—Sir F. Treves, Mr. and Mrs. H. S. King, Mr. and Mrs. F. J. Abbott and child, Mrs. French and child, Comdr. Harbord, R.N., Fleet-Surg. Jenkins, R.N., Messrs. J. C. Coles and W. F. May, from Marseilles—Lady Treves, Major and Mrs. Herperath, Mrs. Radcliff, Dr. and Mrs. Scalliff, Mrs. Layton, Mrs. Cockrill, Mrs. Melvin, Col. W. King Bodley, Capt. F. G. Kirby, R.N., Messrs. Roe, Nicholson and F. D. Penally, from Brindisi—Mr. F. C. Meserole, from Malta—Rev. J. B. Bourne, from Colombo—Mrs. and Mr. McCoy, Mr. and Mrs. Jenkins, Messrs. W. R. Tucker and W. Moller, from Penang—Messrs. H. Schmidt and G. de Angelis, from Singapore—Messrs. Max Schlater, Y. Kawasaki, M. Yatsumo, Gyesden, H. Tamirke, H. Testrum, Hallean and Rosa, for Manila from London—Mr. J. Reid, for Shanghai from London—Mr. and Mrs. D. MacGregor, Lieut. J. N. Clark, Misses E. Lea, Lund and E. M. Kock, from Bombay—Mr. A. B. Vania, from Colombo—Messrs. H. V. Dorsy, H. Kingswell and H. Fleming, from Penang—Mr. and Mrs. H. H. Weir, from Singapore—Mr. Koybeyar, for Yokohama from Colombo—Capt. A. Hart Synnot, and Mr. F. L. Smith, for Kobe from Singapore—Mrs. Abell.  
Per Chibbi, from Manila—Messrs. M. Franco, Oscar Holt, Lieut. E. G. McClure, Mr. M. Norman Taylor, and 31 Chinese and Japs.

## Tramways Expected.

Vessels	From	Agents	Due
Seydlitz	Shanghai	M. & Co.	Mar. 1
Changsha	Japan	B. & S.	Mar. 1
Laisang	Singapore	J. M. & Co.	Mar. 1
Preussen	Singapore	M. & Co.	Mar. 3
Korea	Japan	P. M. Co.	Mar. 3
Rhipesus	Singapore	B. & S.	Mar. 3
Chingtu	P. Darwin	H. & S.	Mar. 3
Brigavia	Singapore	H. A. L.	Mar. 5
Gaelic	San Francisco	O. & O. Co.	Mar. 5
Emp of China	Vancouver	C. P. R. Co.	Mar. 14
Indrasamha	Portland	P. & A. Co.	Mar. 15

## Ships Passed the Canal.

Outward—23rd January—Eritra, 27th January—Aradandorg, 30th January—Wakasa Maru, 3rd February—Loi, Menelaus, Bencluch, Brigavia, 6th February—Fiberus, Machao, St. Nicholas, Glenturret, Saxonia, Frans Ferdinand, Willowdene, 9th February—Nithsdale, Sandford, Malacca, Preussen, Savoia, Strathnevis, 12th February—Armand Reiki, Warrior, Asama, Telemachus, 17th February—Patroclus, Cymbeline, Trieste, 20th February—Ningchow, Franky, 24th February—Benalder, Pyrrhus, Monmouthshire, Palawan.

Homeward—27th January—Aragonia, 30th January—Glenroy, 9th February—Nurnberg, 12th February—Bayern, Lowther, 20th February—Flintshire, Japan, Polynesia, 24th February—Yangtze, Rosely.

Arrivals at Home—23rd January—Konig Albert, 27th January—Formosa, 30th January—Marburg, Salaisie, Achilles, 3rd February—Indramayo, Kawichi Maru, 6th February—Bingo Maru, 9th February—Manila, Shenandoah, Prometheus, 12th February—Kiautschou, 17th February—Dardanus, Indranh, 19th February—Ceylon, 24th February—Calchas, China.

## Vessels in Port.

STRAITERS.  
Anerley, Br. s.s., 1,199, Robertson, 24th Feb.—Moji 19th Feb., Coal.—D. & Co., Ltd.  
Ascot, Br. s.s., 2,786, Cox, 24th Feb.—Moji 17th Feb., Coal.—Order.  
Beccley, Br. s.s., 2,864, Forseth, 24th Feb.—Mororan 12th Feb., Coal.—D. & Co., Ltd.  
Braemar, Br. s.s., 2,316, Saxby, 27th Feb.—Manila 24th Feb., Gen.—S. T. & Co.  
Carl Diederichsen, Ger. s.s., 774, Schlatker, 26th Feb.—Haiphong and Hoihow 21st Feb., Gen.—J. & Co.  
Chowla, Ger. s.s., 1,055, Kohler, 26th Feb.—Bangkok 19th Feb., Rice and Timber—B. & S.  
Crusader, Br. s.s., 1,435, Brown, 11th Feb.—Moji 5th Feb., Coal.—D. & Co., Ltd.  
Devawongse, Ger. s.s., 1,050, Kumpel, 24th Feb.—Bangkok 17th Feb., Rice—B. & S.  
Emma Luyken, Ger. s.s., 1,110, Martens, 19th Feb.—Saigon 14th Feb., Rice and Flour—E. A. T. Co.  
Empress of Japan, Br. s.s., 3,003, Reitham, R.M.R., 17th Feb.—Vancouver 25th Jan. and Shanghai 14th Feb., Mails and Gen.—C. P. R. Co.  
Ferndece, Br. s.s., 2,448, Fisher, 22nd Feb.—Wellington 18th Jan., and Newcastle 26th, Coal.—D. & Co., Ltd.  
Fiume, Ger. s.s., 1,500, Neker, 26th Feb.—Cardiff 22nd Feb., Coals.—S. W. & Co.  
Germania, Ger. s.s., 1,714, Bruhn, 25th Feb.—Samarang 14th Feb., Sugar—J. & Co.  
Goodurn, Br. s.s., 2,164, Nabett, 23rd Feb.—Moji 18th Feb., Coal.—B. & Co.  
Gregory Apar, Br. s.s., 2,940, Olifent, 23rd Feb.—Calcutta 6th Feb., via Penang and Singapore 18th, Gen.—D. S. & Co., Ltd.  
Hinsang, Br. s.s., 1,536, Sawers, 22nd Feb.—Kuchinotzu 17th Feb., Coal.—Order.  
Holstein, Ger. s.s., 985, Hansen, 22nd Feb.—Moji 16th Feb., Coal.—J. M. & Co.  
Hopsang, Br. s.s., 1,359, Hay, 26th Feb.—Moji 21st Feb., Coal.—J. M. & Co.  
Kaifong, Br. s.s., 1,024, Pennefather, 2nd Feb.—Cebu via Iloilo and Manila 30th Jan., Gen.—B. & S.  
Karl Ella, Ger. schooner, 47, Be uhl, 26th Feb.—Yap 13th Feb., Copra—Owner.  
Lyeemooon, Ger. s.s., 1,238, Lehmann, 19th Feb.—Canton 8th Feb., Gen.—B. & S.  
Nanshao, Br. s.s., 1,299, Stovell, 17th Feb.—Rangoon and Singapore 9th Feb., Rice—B. & Co.  
Petchaburi, Ger. s.s., 1,373, Hillmann, 19th Feb.—Bangkok 11th Feb., Rice—B. & S.  
Phranang, Ger. s.s., 1,021, Mangelsdorff, 22nd Feb.—Ang Hin 14th Feb., Rice—B. & S.  
Prima, Norw. s.s., 761, Meyer, 19th Feb.—Borneo 17th Feb., Timber—S. W. & Co.  
Queen Mary, Br. s.s., 2,262, Simpson, 22nd Feb.—Moji 15th Feb., Coals.—B. & Co.  
Quarta, Ger. s.s., 1,160, Johansen, 26th Feb.—Souabaya 14th Feb., Sugar—S. W. & Co.  
Rugby, Br. s.s., 2,110, Brown, 22nd Feb.—Kuchinotzu (Japan) 15th Feb., Coal.—B. & Co.  
Scotia, Br. s.s., 2,776, Rushton, 24th Feb.—Manila 21st Feb., Cable—Order.  
Seestern, Ger. yacht, 520, Moller, 26th Feb.—German New-Guinea 10th Feb., Ballast—German Government.  
Sinan, Br. s.s., 1,543, Williams, 14th Feb.—Barr 24th Dec., Coal.—B. & S.  
Taishan/Br. s.s., 1,217, Jenkins, 25th Feb.—Souabaya 13th Feb., Sugar—B. & Co.  
Telemachus, Br. s.s., 1,340, Williamson, 19th Feb.—Saigon 14th Feb., Rice and Meal—Nam Wo & Co.  
Taiping, Ch. s.s., 1,379, Brissander, 26th Feb.—Canton 26th Feb., Gen.—Kwong Man Yoo.  
Yuehsang, Br. s.s., 1,128, Rolff, 6th Feb.—Manila 2nd Feb., Gen.—J. M. & Co.

## Shipping Report.

Str. Menelaus from Liverpool—Moderate monsoon from Singapore.  
Str. Chunyang from Kuchinotzu—Moderate monsoon, and fine weather.  
Str. Glenlogan from London—Fresh monsoon, and moderate head sea.  
Str. Haiching from Foonchow—Moderate N.E. monsoon, and fine weather.  
Str. Laertes from Saigon—Moderate to fresh N.E. monsoon, fine clear weather.  
Str. Braemar from Manila—Strong monsoon, with high sea, weather clear.  
Str. Choyang from Shanghai—Moderate N.E. monsoon and fine weather to Swatow, thence to port light Nly breeze, and fine weather.

## Hongkong &amp; Whampoa Dock Returns.

Ellen Rickmers ..... at Kowloon Dock.  
Yuensang ..... " " " "  
Hue ..... " " " "  
Petchaburi ..... " " " "  
Else ..... " " " "  
Solent ..... " " " "  
Sungkiang ..... " " " "  
Lin Tan ..... " " " "  
Kaifong ..... " " " "  
H.I.G.M.S. Moewe ..... " " " "  
H.M.S. Glory ..... " " " "  
Tai On ..... " " " "  
Rugby ..... " " " "  
H.M.S. Fame ..... " " " "  
Fiume ..... " " " "  
Telemachus ..... " " " "  
Haldes ..... " " " "  
Aberdeen

## Post Office.

A Mail will close for:—  
Canton—Per Fatsan, 1st Mar., 7.30 A.M.  
Saigon—Per Emma Luyken, 1st Mar., 9 A.M.  
Swatow, Amoy and Foonchow—Per Haiching, 1st Mar., 10 A.M.  
Straits and Calcutta—Per Gregory Apar, 1st Mar., 2 P.M.  
Shanghai—Per Lyeemooon, 1st Mar., 2 P.M.  
Tientsin—Per Chihli, 1st Mar., 3 P.M.  
Cebu and Iloilo—Per Shansi, 1st Mar., 3 P.M.  
Canton—Per Honam, 1st Mar., 5 P.M.  
Anping—Per Rugby, 1st Mar., 5 P.M.  
Canton—Per Hainan, 2nd Mar., 7.30 A.M.  
Pakhoi—Per Chihli, 2nd Mar., 8 A.M.  
Haiphong—Per Hoihow, 2nd Mar., 9 A.M.  
Bangkok—Per Devawongse, 2nd Mar., 10 A.M.  
Europe, &c., India, via Tutucon—Per Seydlitz, 2nd Mar., 11 A.M.  
Manila—Per Yuensang, 2nd Mar., 3 P.M.  
Manila—Per Chenan, 2nd Mar., 3 P.M.  
Canton—Per Foonchow, 2nd Mar., 5 P.M.  
Canton—Per Honam, 3rd Mar., 9 A.M.  
Quang-chow-wan, Hoihow, Pakhoi and Haiphong—Per Hue, 3rd Mar., 9 A.M.  
Shanghai—Per Tamsui, 3rd Mar., 3 P.M.  
Hoihow—Per Wuchang, 3rd Mar., 3 P.M.  
Canton—Per Kinsan, 3rd Mar., 5 P.M.  
Canton—Per Foonchow, 4th Mar., 7.30 A.M.  
Kobe and Yokohama—Per Braemar, 4th Mar., 3 P.M.  
Canton—Per Fatsan, 4th Mar., 5 P.M.  
Canton—Per Kinsan, 5th Mar., 7.30 A.M.  
Manila—Per Ruby, 5th Mar., 9 A.M.  
Canton—Per Hainan, 6th Mar., 9 A.M.  
Europe, &c., India, via Tutucon—Per Australia, 8th Mar., 11 A.M.  
Yokohama and Kobe—Per Brigavia, 9th Mar., 10 A.M.  
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Empress of Japan, 9th Mar., 11 A.M.  
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per Korea, 10th Mar., 11 A.M.  
Manila—Per Zafra, 12th Mar., 9 A.M.  
Europe, &c., India, via Tutucon—Per Bullarai, 12th Mar., 11 A.M.  
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Empress of China, 30th Mar., 11 A.M.

Books containing stamps of the following denominations may be obtained at the counter of General Post Office for \$1.00 each.  
12 stamps at 4 cents.  
12 " " 2 " "  
12 " " 1 " "  
Until further notice the transmission of correspondence via Dalny and the Trans-Siberian Railway is discontinued.

## VISITORS AT THE HOTELS.

CONNAUGHT.  
Aspin, A. W. Howard, E.  
Bain, J. W. Kiln, H. I.  
Bell, J. Mrs. Knight, Mr. & Mrs. P.  
Bell, J. F. Lee, G. E.  
Bonheur, Miss E. R. Macfarlane, Dr. and Boyce, W. B. Mrs. H.  
Cameron, Mr. and Mrs. Moir, G. F.  
and children. Murchies, F.  
Christie, Mrs. & Mr. D. Newborn, R. H.  
Cronin, John Pengelly, F. D.  
Dufour, Mrs. B. Riley, W. R.  
Dulot, Mme. Robert, A. G.  
Eyre, Mr. and Mrs. H. Robertson, W. R.  
Geyre, C. Rutherford, N. H.  
Harris, J. Taylor, V. P.  
Haydu, Percy Thomson, J. D.  
Hayler, L. Vallance, Mr. & Mrs.  
Heckford, R. G. W. F.  
Helme, E. B. Wakeman, G. H.  
Hills, L. D. Williams, W. H.

KOWLOON.  
Archibald, H. K. Hutton, Chas. F.  
Nicholson, Alfred Iremonger, Lieut. Col.  
Rest, C. H. and Mrs.  
Clark, Lieut. T. F. Koralewski, Lieut.  
Daniel, W. Viczee, D.  
Hudson, Mrs. A.

## HONGKONG.

Aggaard, B. Joseph, Mr. and Mrs.  
Abbott, Mr. and Mrs. E. S.  
S. H. Katsch, E. A.  
Albert, Karl Kempfer, E.  
Angeli, J. de King, Mr. and Mrs. H.  
Anderson, Mr. S.  
Bell, H. F. Kirkwood, Miss  
Black, Mr. and Mrs. Kitzmuth, G. C.  
Hoggar, Mr. & Mrs. R. Leggat, E. A.  
Bonner, E. A. Lewis, A. R.  
Borthwick, Mr. & Mrs. Lewis, J. H.  
R. W. Macgowan, R. J.  
Brown, Major Baker Mackie, A.  
Brown, W. S. MacKie, Gordon.  
Buck, Hart Marriott, Dr. O.  
Cardo, L. M. Mast, Sidney  
Clark, W. G. Mast, Mr. and Mrs. E.  
Coates, Col. McCran, T. P.  
Colson, F. S. McCoy, Mrs. and Miss  
Cotton, Miss Meikle, Mr. & Mrs. E.  
Coulson, C. H. Miller, P. L.  
Cowden, Mrs. A. R. Moller, W.  
Cowan, Miss K. Monro, R.N., Com. G.S.  
Davies, Mrs. J. T. Murphy, Mr. and Mrs.  
Deacon, F. B. E. O.  
Dean, G. Newington, A. G.  
Derbyshire, J. H. North, C. J.  
Douglas, Capt. & Mrs. J. Osborn, Mrs. F.  
Downing, J. C. Parfitt, W.  
Downs, A. Pattie, Mr. & Mrs. J. A.  
Ellis, Mr. and Mrs. A. Pauling, E.  
Emerson, A. Pike, R.N., Lt. & Mrs. G.  
Errington, Sir Geo. & Post, N.  
Lady and maid Potter, A. G.  
Fisher, H. G. Polts, W. H.  
Gause, Mr. & Mrs. T. F. Reid, J. B.  
and baby. Rouelle, R.  
Glover, C. Sayle, R. T. D.  
Goldschmidt, H. Schluter, M.  
Grant, A. W. Schmidt, H. G.  
Gribben, Mrs. W. L. Schomberg, A.  
Hagan, Miss O. & maid Skimms, Mr. and Mrs.  
Hall, Capt. T. Skott, C.  
Hamblin, J. H. Somerville, Geo.  
Hammersley, B. F. Stuart, Capt. and Mrs.  
Hammer, Thos. A. Leslie C.  
Haughton, W. B. Thomas, C. B.  
Hayton, J. T. Tucker, W. B.  
Hemson, H. K. Vernon, Mr. and Mrs. J.  
Herapath, Major and Wardle, A. H.  
Mrs. Watkins, Mr. and Mrs.  
Hooper, Miss K. and E. A.  
Hooper, Mr. and Mrs. Whitton, Mrs. A. N.  
Icely, Rev. F. Wise, Mrs.  
Jackson, H. T. Wolff, Philip  
Jaffe, J. Woolmer, Mr. & Mrs.  
Jenkins, Mr. and Mrs. Wright, Mr. and Mrs.  
C. G.

KING EDWARD.  
Andrews, H. J. Kent, Mrs. F. E.  
Berthel, Mr. and Mrs. Kerkhoven, Mrs.  
E. E. Muelle, Ed. (Consul for Peru)  
Bramwell, W. Oesterreicher, F. T.  
Brandt, C. H. Otin, R.  
Carter, H. B. Rolland, Mr.  
Craig, Clarence Rose, Mr. & Mrs. T. J.  
Gossler, A. V. Beren Sands, Alan  
Hick, W. M. Stephens, Mr. & Mrs.  
Hollingsworth, A. H. J. D.  
Jurgensen, Dr. Richard Talati, Mr. and Mrs. M.  
Kadoorie, R. P.  
Kent, R.N., Lt.-Col. F. Vaughan, H. S.  
Wallace, Mrs. H. E.

PEAK.  
Beattie, J. M. Lutgens, R.  
Peattie, M. P. Martin, R.  
Bensen, Major & Mrs. McDermott, A. P. B.  
Bologovsky, Mr. and Mrs. Mitchell, R.  
Mrs. C. de, maid Mortimore, Miss E.  
and child. Morris, Dr. and Mrs.  
Bunny, Major and Mrs. Moxon, Mr. and Mrs.  
Bunny, Miss Herbert  
Brawn, Col. L. F. Ollis, Mr. and Mrs.  
Cameron, Mrs. Ormiston, Major and  
Chapman, Mr. & Mrs. Mrs. J. W.  
Chichester, Major and Mrs. Oswald, Mr. and Mrs.  
Mrs. A. J. and children  
Cooke, Miss Pollock, H. E.  
Deane, Miss Pratt, Major and Mrs.  
Doran, J. C. Rauchbold, Mr.  
Dymock, R. A. A. Reid, T. H.  
Ferrier, Col. & Mrs. Sawyer, Mrs. W. E.  
Foote, R.N., Capt. and Sinclair, A.  
Mrs. Smith, A. Findlay  
French, Major G. A. Smith, C. W.  
Grant, R.N., Eng. Lieut. Spackhaver, W. O. C.  
A. R. Steles, Mr. and Mrs.  
Hamilton, Major Stevenson, D.  
Hardy, R.N., Comman- Sutherland, Mr. and  
der and Mrs. Mrs. J. and child  
Hewitt, F. T. B. Uffel, W. von  
Holborow, Mr. and Mrs. R. E., Capt.  
Hubbe, F. and Mrs.  
Jeffries, H. W. Watson, Mr. and Mrs.  
Lee, Mr. & Mrs. J. B. Wenborn, S. T.  
Lewis, R.N. Capt. and White, Dr. and Mrs.  
Mrs. Vaughan M. J.  
Lowe, D. R. Yates, Mr. & Mrs. C. C.

CRAIGIEBURN.  
Austen, R.N. Staff Powell, Sidney J.  
Surgeon and Mrs. Smith, R. J.  
Beni, Mrs. Grant  
Crafter, R. H. Smith, Mr. E. Grant  
Dann, G. H. Walker, Lieut. & Mrs.  
Duff, J. S. and child  
Fallon, C. H. Whitehead, Mr. & Mrs.  
Gaskell, Mr. and Mrs. Woodward, Mr. & Mrs.  
Helms, W. and children

THOMAS.  
Berrain, C. F. Knoblock, Mr. von  
Howa, O. Larrie, W.  
Cochrane, F. Munroe, W. H.  
Grego, Mr. Perfect, E.  
Edwards, E. Porter, B.  
Fall, B. G. Sommer, H.  
Frampton, Mrs. Violet Villier, Mrs.  
Hough, Dr. William, W. H.  
Hunt, W. H. Whiley, Mr.  
Jervis, A. H. Young, L. C.  
Kerr, J.

## THE SHARE MARKET.

STOCKS.	PAID UP VALUE.	LAST DIVIDEND.	TO-DAY'S QUOTATIONS.
BANKS.			
Hongkong and Shanghai Banking Corporation.....	\$ 125	{ Div. of £1.10/- & bonus of 10/- @ 1/8 = \$22.99 for half-year ending 31.12.1903	\$612 ex div.
National Bank of China, Ltd.....	\$ 8	{ 3/6 = \$1 for 1903	\$34 b.
Do. Founders.....	\$ 1	{ None	\$10
MARINE INSURANCES.			
Union In. Society of C'lon, Ltd.....	\$ 100	32 per cent = \$32 per share for 1902	\$485 a.
China Traders' In. Co., Ltd.....	\$ 25	16 1/2 % = \$41 for year ended 30.4.1903	\$54
North China In. Co., Ltd.....	\$ 5	Final of £1 making £2 for 1902	\$14. 67
Yangtze In. Association, Ltd.....	\$ 60	20 % = \$12 for 1901	\$135
Canton In. Office, Ltd.....	\$ 50	30 % = \$15 per share for 1902	\$175
FIRE INSURANCES.			
Hongkong Fire In. Co., Ltd.....	\$ 50	\$22 1/2 per share for 1901	\$300 b.
China Fire In. Co., Ltd.....	\$ 20	\$6 per share for 1901	\$90 a.
SHIPPING.			
Hongkong, Canton, & Macao Steamboat Co., Ltd.....	\$ 15	\$14 for half-year ending 31.12.1903	\$28
Indo-China S. N. Co., Ltd.....	\$ 10	5 % = 10/- per share for 1902	\$82
China & Manila S.S. Co., Ltd.....	\$ 50	10 % = \$5 per share for 1902	\$24
Douglas Steamship Co., Ltd.....	\$ 50	Div. of \$3 for year ended 30.6.1903	\$34
"Star" Ferry Co., Ltd.....	\$ 10	\$1.20 = 12% for year ending 30.6.1903	\$30
"Shell" Transport & Trading Co., Ltd.....	\$ 5	60 cts. } 30.4.03	\$181 a.
Interim of 1/- for 1903	\$ 1		\$1 a.
Taku Tug & Lighter Co., Ltd.....	\$ 50	Interim of 2% for 1903	\$14. 36 b.
Shanghai Tug & Lighter Co., Ltd.....	\$ 50	Interim of 4 % = Tls. 2.00	\$14. 47 a.
Do. Preference.....	\$ 50	Interim of 3 1/2 % = Tls. 1.75	\$14. 45 b.
REFINERIES.			
China Sugar Refining Co., Ltd.....	\$ 100	Fin. of \$7 making \$12 for 1903	\$107 a.
Luron Sugar Refining Co., Ltd.....	\$ 100	\$3 per share for 1897	\$10 a.
Peak Sugar Cultivation Co., Ltd.....	\$ 50	5 % = Tls. 2 1/2 for year ending 30.9.03	\$15 a.
MINING.			
Punjom Mining Co., Ltd.....	\$ 11	None	\$1 a.
Société Française des Charbonnages du Tonkin	Fr. 250	Interim of Frs. 30 for 1903	\$100 a.
Raub Australian Gold Mining Co., Ltd.....	\$ 18.10	No. 12 of 1/- per share 28.1.01	\$6
Chinese Engineering & Mining Co., Ltd.....	\$ 1	No. 2 of 1/- per share 26.10.03	\$14. 6 a.
DOCKS, WHARVES AND GODOWNS.			
Hongkong & Whampoa Dock Co., Ltd.....	\$ 50	\$6 div. & \$1 bonus for 1-year 30.6.03	\$201 ex div.
S. C. Farham, Boyd & Co., Ltd.....	\$ 100	{ Interim of Tls. 5 for 1-year ending 31.10.1903	\$136 b.
Hongkong & Kowloon Wharf & Godown Co., Ltd.....	\$ 50	Interim of \$2 1/2 for 1903	\$95 b.
New Amoy Dock Co., Ltd.....	\$ 50	\$2 1/2 for 1902	\$371 a.
Shanghai & Hongkong Wharf & Godown Co., Ltd.....	\$ 100	Interim of Tls. 5 for 1903	\$1207 a.
LANDS, HOTELS AND BUILDINGS.			
China Provident Loan & Mortgage Co., Ltd.....	\$ 10	8 % = 80 cents per share for 1903	\$9
Hongkong Land Investment & Agency Co., Ltd.....	\$ 100	Final of \$6 making \$12 for 1903	\$149 a.
K'loon Land & Building Co., Ltd.....	\$ 30	\$2.60 per share for 1903	\$35
West Point Building Co., Ltd.....	\$ 50	Final of \$7.70 making \$3.20 for 1903	\$54
Hongkong Hotel Co., Ltd.....	\$ 50	\$6 for first 1-year 1903	\$145 a.
Astor House Hotel Co., Ltd. (Shanghai)	\$ 25	2 1/2 % for year ending 30.6.03	\$26 a.
Hotel des Colonies Co., Ltd. (Shanghai)	\$ 25	6 % for year ending 31.3.03	\$14 a.
Humphreys Estate & Finance Co., Ltd.....	\$ 10	9 per cent. for 1903	\$10 1/2 b.
Shai Land Investment Co., Ltd.....	\$ 50	{ Final of 6 % & bonus of 4 % making 10 % for 1903	\$111 ex d.
COTTON MILLS.			
Hongkong Cotton Spinning & Weaving & Dyeing Co., Ltd.....	\$ 10	{ Final of 60 cents, making \$1 for 1902/1903	\$15 1/2 a.
Ewo Cotton Spinning & Weaving Co., Ltd.....	\$ 50	8 % for period ended 31.10.1903	\$13 a.
International Cotton Manufacturing Co., Ltd.....	\$ 75	Interim of 3 % on account of 1898	\$13 1/2 b.
Lao-kuung-mow Cotton Spinning & Weaving Co., Ltd.....	\$ 100	Interim div. of 4 % on acct. of 1898	\$13 1/2 a.
Soy Chee Cotton Spinning Co., Ltd.....	\$ 500	4 % for period ended 31.12.1897	\$170 a.
CIGAR AND TOBACCO COMPANIES.			
Alhambra, Ltd.....	\$ 100	25 % for year ending 30.6.1900	\$200
Philippine Co., Ltd.....	\$ 10	First year	\$10 b.
Shanghai Sumatra Tobacco Co., Ltd.....	\$ 20	Interim of Tls. 3 per share	\$15 a.
MISCELLANEOUS.			
Green Island Cement Co., Ltd.....	\$ 10	12 % = \$1.20 per share for 1902	\$24
China-Borneo Co., Ltd.....	\$ 12	First year	\$8 1/2 a.
A. S. Watson & Co., Ltd.....	\$ 10	Interim of 6 % for 1903	\$14 1/2 a.
Watkins, Ltd.....	\$ 10	\$1 per share for 1902	\$7 a. & a.
Hongkong Electric Co., Ltd.....	\$ 10	90 cents for year ending 30.4.1903	\$12 1/2 a.
Hongkong Electric Co., Ltd.....	\$ 5	45 cents for year ending 30.4.1903	\$7 a.
Hongkong & China Gas Co., Ltd.....	\$ 10	10 % div. and 1 % bonus for 1902	\$140 b.
Hongkong Rope Manufacturing Co., Ltd.....	\$ 50	\$10 for 1903	\$145 a.
Geo. Fenwick & Co., Ltd.....	\$ 25	15 per cent = \$3.75 for 1902	\$51
Hongkong Ice Co., Ltd.....	\$ 25	Interim of \$12 making \$16 for 1903	\$230
Hongkong High-Level Tramways Co., Ltd.....	\$ 100	\$20 for year ending 31.11.1903	\$300
Dairy Farm Co., Ltd.....	\$ 6	\$1 1/2 for year ending 31.7.1903	\$12 1/2 b.
Campbell, Moore & Co., Ltd.....	\$ 10	Div. of \$2 1/2 for 1902	\$40 a.
Bell's Asbestos Eastern Agency, Ltd.....	\$ 12.5		\$5 a.
United Asbestos Oriental Agency, Ltd.....	\$ 4	90 cents } for year ending 31.5.03	\$9 1/2 b.
Do. Founders.....	\$ 10	\$29.70	\$210 b.
Hongkong Steam Water-boat Co., Ltd.....	\$ 10	Final of 6 % making 12 % for year	\$15 1/2
China Light & Power Co., Ltd.....	\$ 10	None	\$5
William Powell, Ltd.....	\$ 10	\$1 for year ended 30.6.1903	\$9 1/2 a.
Maatschappij tot Mijn-, Bosch- en Landbouw exploitatie in Langkat, Limited	Guilders 100	{ 5th interim dividend of Tls. 7 1/2 paid 15.12.1903 making so far Tls. 35 for the year ending 31.10.03	\$130 1/2
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.....	\$ 50	First year	\$50
South China Morning Post, Ltd.....	\$ 250	First year	\$250
Telegraphic Address—"Rialto."			
Telephone No. 148, P. O. Box No. 111.			
BENJAMIN, KELLY & POTTS, Share Brokers.			
NOTE:—b=buyers, s=sellers, sa=sales.			



## GENTLEMEN'S DEPARTMENT.

WM. POWELL, LIMITED.  
28, Queen's Road.

**BOOTS & SHOES:**—The following Boots and Shoes are made in Northampton of the finest English leather, which is especially selected for us by a trade Expert.

Being made on American lasts they insure Sportiveness and Comfort. Stocked in half sizes and two fittings.

This is absolutely the largest stock in the East.

Give us an order for a trial pair.

A GOOD ARTICLE IS WORTH A FAIR PRICE.

HERE YOU WILL FIND THE BEST.

## HIGH GRADE GOODS.

Black Box Calf, whole golosh (Lace) ... pair	\$13.00
" Glace Kid (Two shapes) ... "	13.00
" Box Calf, Heavy Sole (Lace) ... "	14.50
" " no toecap " ... "	10.00
Brown Willow Calf, whole golosh (Lace) ... "	13.00
" Glace Kid (Two shape) " ... "	12.50 & 13.00
" " no toecap " ... "	11.50
" Russian Calf, Round Toe " ... "	12.00
" Willow Calf Heavy Sole " ... "	14.50
" Grain, Waterproof Shooting Boot (Lace) " ... "	17.50
Black Crup Shooters (Lace) ... "	13.00
Patent Leather Kid Top Lace or Button ... "	13.00
" Military Dress Boot, Spring Sides " ... "	13.00
" Oxford Dress Shoes ... "	6.00 8.50
" Pumps (Court Shoes) ... "	6.00 8.50
White Canvas Boots ... 6.50 Bound Leather	8.50
" Shoes ... pair	4.00 to 7.00
Fawn Canvas Boot, Kid lined and Bound ... "	8.50
Brown Glace Kid Shoes ... "	6.50 & 8.50
" Calf Shoe ... "	9.00
Black Calf Shoe ... "	6.50
" Glace Kid Shoe ... "	8.50
Brown Leather Shoe red rubber sole ... "	8.50 10.00
White Buckskin Shoe " ... "	10.00
" Canvas Shoe, " ... "	6.00 to 8.00

Ladies' Department, 34, Queen's Road Central.

WM. POWELL, LIMITED.  
28, Queen's Road.

## SHIRTS:—

White Dress, Centre Stud Hole ... each	\$3.00 3.75 5.00 7.25
White, 2 Stud for Business Wear ... "	3.25
White, Short Front ... "	2.75 3.25
White Lawn, Soft Front ... 6 oz. in weight	3.00
Superfine White Zephyr or Cambric, Soft Front Stiff Cuffs ... "	4.00
White Twill, Silk Finish, for Tennis ... "	3.25
White Cellular with Detachable Collar ea. 2.50 3.00 3.50 3.75 4.00	
White Cellular Stiff Linen Cuffs ... "	3.75
Finest White Zephyr Tunics (Self Stripe) ... "	4.25
White Mat (Self Stripe) Detachable Collar ... "	3.75
Colored Print Tunics (Fast Collars) ... each	3.00 3.50 3.75
Superior French Print Tunics, Stiff Front and Cuffs ... "	4.50
Best Coloured Zephyr & Oxfords (Tunics) best quality ea.	4.00 4.25
Colored Flannel Shirts, Detachable Collar ... each	6.50
" " Unshrinkable ... "	8.50

## ENGLISH HANDMADE NECKWEAR.

Fly End or handkerchief Ties ... each	1.00 to 2.50
Made up colored Silk Bows ... 75 cts.	1.00 1.25
Ascot Ties for Tying in a large Puff of Black Satin, Black Soft Silk, Black figured Silk, or Blue with White Spot Foulard ea.	2.50
Stock Ties for Riding, etc., ... each	1.25 1.50 2.50
A large Variety of Woven Silk Tubular, Bow Tie, all latest patterns ... each	1.00
A small Tie suitable for Bow or Knot in light and dark colors fine quality Silk ...	1.00 to 1.50
Four in hand or Derby Ties ... each	75 cts. to 2.50
Etc., Etc., Etc.	

Everything for Ladies' & Children's Wear.

WM. POWELL, LIMITED.  
28, Queen's Road.

## HALF HOSE:—

Plain Black or Navy Cashmere ... pair	1.00 1.25 1.50
Fancy or Stripes, Cashmere, Silk and Wool, light and dark ...	1.50 1.75 2.00 2.25 2.50 2.75 3.00
Embroidered Cashmere for Dress Wear ... pair	1.50 to 3.00
Embroidered Silk for Dress Wear ... "	2.75 to 6.50
Plain Black Silk ... "	2.25 to 5.00
Tan Silk and Wool, Splendid value ... "	1.75
Lisle Thread, Plain Black or White ... "	1.00
" " (Openwork) ... "	1.00 1.50
" Embroidered " for Dress Wear pair	1.75
Black Ribbed Imitation Silk ... pair	1.25
Fine Black Cotton, Embroidered ... doz. pairs	4.50
Pure Natural Wool ... 1/2 Hose pair from	0.85
Merino ... pair from	0.40
Warm Woollen for Winter Wear ... pair from	1.00
Tan Cotton " Hercules " Special ... pair	1.00
Hose for Shooting, Football, Cycling, Golfing etc., a large variety of Patterns, Scotch Knit ... pair	2.00 to 4.50

## UNDERWEAR:—

English Balbriggan ... vests each	1.65 to 2.50
" ... pants "	1.85 to 2.50
India Gauze ... vests "	1.25 to 1.50
" ... pants "	1.25 to 2.00
" Athletic Vests, no buttons ... "	2.00
Pink or Pale Blue Wool ... vests "	3.00 to 3.25
" ... pants "	3.00 to 3.25
Natural Undyed Wool ... vests "	2.75 to 4.00
" ... pants "	3.00 to 4.25
Pure Natural Wool Unshrinkable ... vests "	4.50 to 5.25
" ... pants "	5.00 to 6.00

Everything for Ladies' & Children's Wear.

WM. POWELL, LIMITED.  
28, Queen's Road.

## RUGS:—

A splendid selection of Woollen Rugs, fringed	6.00 7.50 8.50 10.00 12.50 14.50 16.00 20.00 25.00
Reversible ... "	9.00 12.00 15.00
Pure Wool, Scotch make ... 12.00	15.00 18.00 20.00
Tartans in all the leading Clans	15.00 17.50 22.00 24.00 25.00

## TRUNKS &amp; TRAVELLING REQUISITES:—

A large assortment of Trunks in various sizes, light or heavy weight ... each	from 17.50 to 45.00
Dress Baskets ... each	30.00 to 40.00
Small Trunks, suitable for Cabin use, in American Cloth, Mail Canvas and Leather, prices ranging ...	each from 15.00 to 25.00
Tin Trunks in all sizes, Sole Leather suit Cases each	28.00 to 35.00
Fitted Dress suit Cases, sole Leather, containing pair best quality military hair brushes, hat brush, clothes brush, shaving brush in bottle, tooth brush in bottle, razor, strop, mirror, price	50.00 to 70.00
Gladstone Bags, best cowhide 20" to 30" ...	25.00 to 35.00
Fitted Bags, best cowhide ...	70.00 to 90.00
Soiled Linen Bags with Brass Fittings and padlock	4.00 to 7.50
Waterproof Holdalls, Umbrella Cases, etc., etc.	
Luggage Straps, labels, etc. at moderate prices ...	

## SUNDRIES:—

Braces \$1.00 to 3.00 pair, Links and Studs of all kinds ...	
Leather Belts, ... Pigskin 2.00 Football belts from	0.75
Black Silk cummerbunds for dress wear ... each	3.00 3.75
Puggarees, 0.85 to 3.00 ... Hatguards, Armlets, etc.	

Everything for Ladies' & Children's Wear